A FISHERMAN PUBLICATION

The Long Island FISHERMAN

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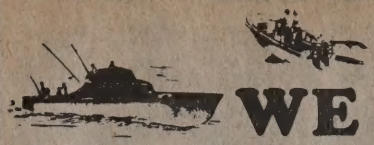
The Largest Weekly Sportfishing Magazine in the United States!

December 2nd, 1982 ★ Volume 17, Number 48 ★ 17th Year of Publishing ★ SEVENTY-FIVE CENTS



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EDITORIAL

ON PRESERVING NORTHWEST HARBOR

We join in the concern expressed by some East End commercial fishermen and baymen over the proposed development of 1,000 acre of woodlands around Northwest Harbor in East Hampton Town.

Some of you may flinch at that statement. We have been told repeatedly by people outside of The Long Island Fisherman organization that we are against commercial fishing. Of course, this is not the case; but where preconceived notions reign there is little we can do to change those ideas and thus we can understand how eyebrows on some folks might rise significantly when reading today's first sentence.

Perhaps it is an opportune time to state our position as clearly as possible in the hope that there will be no future misunderstanding. We are not, repeat not, anti-commercial fishing. Obviously commercial fishermen perform a valuable service to the community by providing one type of food. If that is our position, then how come we have been in conflict with some commercial fishermen for years now?

The conflict arises because we do not believe that commercial fishermen have exclusive rights to the finfish and shellfish resources of this state. We believe that recreational fishermen also have a right to utilize those resources. Recreational fishing is not simply an activity of fun. It is an industry that generates over $125 million for the economy of southeastern New York each and every year. In so doing it employs thousands of people. Thus, the recreational industry involves family futures and livelihoods.

Our legislative proposals and our agency activities center around the definition and explanation of the recreational industry outlined above, plus our commitment to the management and preservation of marine habitats and resources.

We believe that the commercial industry has not always been responsible to the goals of preservation and management. We believe, and the evidence supports our belief, that the exploitation of the inshore fishing grounds threatens both species and habitats. We believe the intense pressure on striped bass has helped to threaten the future of that important commercial and recreational species. We believe that the two industries need to be separated to prevent conflict and guarantee the access of both groups to the resources. We believe the commercial industry must make a strong commitment to the development and implementation of managment plans for all species; and quickly.

It is refreshing when we can agree. It is doubly pleasing when we can agree on a premise that is a central tenet to our overall position: the preservation of habitats.

We agree with one commercial harvester who was recently quoted in the East Hampton Star. Mr. Thomas Lester stated that he feels Northwest Harbor is very fragile. He points out there are numerous springs that feed the harbor and drainage brings important nutrients to the harbor. We are very familiar with Northwest Harbor and we must agree. The area is fragile and the unique geological and biological organization of the land surrounding the water is perhaps the most important reason for its reliable productivity. I have witnessed the effects of development of creeks along the north fork of Long Island. Since the late 1940s, I have seen productivity for shellfish and finfish decline markedly following periods of rapid and intense development.

Such bodies of water depend to a great extent upon the vitality and productivity of the salt marshes that border the water. Although salt marshes are very productive they are also fragile and the delicate environmental balance they are part of can quickly be altered and destroyed. For example, the principal plant of the marsh belongs to the genus **Spartina**. The seasonal growth and decline of these marsh grasses produces much of the estuary's productivity. Even the smallest and most subtle of changes in the water quality brings about a change from the short productive **Spartina** to the tall **Phragmites**. This is not conjecture, it is fact. Check any marine science book or take a drive around polluted Jamaica Bay and you will find all the evidence you'll need.

In our opinion there is no such thing as "modest" development. Since the salt marsh-estuarine ecosystem is a fragile and delicately balanced one, the smallest alterations result in monumental fluctuations in productivity.

We also agree with Mr. Lester when he suggested that the Town should have

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About the Cover—

Many anglers have taken to building their own custom rods in recent years, but few give much consideration to reel seat selection. For some thoughts on this important component, see page 20.

COMING NEXT WEEK: TRAVELING WITH FISHING TACKLE

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Pete Barrett, CONTRIBUTING EDITOR
Fred Golofaro, EDITOR
Al Ristori, ASSOCIATE EDITOR
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Pass It On...

MARINE ANGLING GROWTH

No matter how you figure it, sport fishing along the coasts of the United States continues to grow. The National Marine Fisheries Service (NMFS) now estimates that there are approximately 20 million marine anglers from age six upwards in this country—a fourfold increase since 1955. They spent about $6 billion on their sport in 1980.

A preliminary report from the **1980 National Survey of Fishing, Hunting and Wildlife Assocated Recreation**, which will be published in final form later this year, set the number of marine anglers 16 years and older at 12.3 million and those who fished in both salt and fresh water at 6.6 million. Add the youngsters between 6 and 16 and the total numbers are comparable. The **National Survey** is conducted every five years by the U.S. Fish and Wildlife Service in cooperation with the Bureau of the Census.

Contribution of recreational fisheries to the U.S. economy, as the NMFS points out, has increased almost twelve-fold in the 25-year period in direct expenditures, yet, the total value of the sport exceeds these direct dollars spent. Support industries, such as manufacturers of boats, motors, tackle, electronics and accessories have expanded dramatically along with those industries catering to fishermen's physical needs, such as hotels, motels, restaurants, and transportation facilities.

PROCESSOR PREDICTS 20 MILLION BLUEFISH EXPORT MARKET

Describing a tour of Fass Bros. fish processing plant in Hampton, Virginia, Bill Feinberg told The Fisherman, "There I saw box upon box of frozen bluefish ranging up to 8 to 10 pounds piled to the ceiling. These boxes fill a large area of the Fass warehouse, and they are destined for export to South America, Egypt, Africa and Japan." One of the plant's owners informed Feinberg that he has bought more than two million pounds of bluefish this year and that the Egyptians are willing to buy 20 million pounds. Fass Bros. shipped two million pounds of bluefish overseas last year, and they were so well received that a foreign market has been established.

Bluefish, of course, are a principal source of charters for charter and party boats from Massachusetts to Florida. They have long been recognized as a cyclical fish; that is, the population fluctuates in cycles, and some scientists believe that the population may have peaked in 1979. NMCS Chairman Hal Lyman likes to remind people of the bottom of the cycle that occurred in the late 1930s and early 40s. According to Lyman, most of the people fishing today are too young to remember it, but in those years there just weren't any bluefish around.

Despite technical difficulties, the Mid-Atlantic Fishery Management Council is proceeding with the preparation of a bluefish management plan. The plan will constitute a framework that will enable states to enact coordinated management regulations swiftly if and when a crisis is seen to develop. Feinberg urges anglers to support the bluefish plan by writing to the Mid-Atlantic and New England Councils. "To permit an unregulated new export fishery in the face of a potential disappearance of the fish is to invite a crisis of very serious proportions in the Atlantic sport fishery," Feinberg said.

AL RISTORI TO SPEAK AT SALT WATER ANGLERS OF BERGEN COUNTY MEETING

On Tuesday, December 21, Mr. Al Ristori will be the guest speaker of the Salt Water Anglers of Bergen County. Mr. Ristori is a well-known writer in salt water fishing publications and is a contributing editor to **The Long Island Fisherman.** In addition to his literary background, Mr. Ristori has served on the Mid-Atlantic Fisheries Council and is an authority on environmental issues concerning salt water fishing. Mr. Ristori will give a presentation on the techniques of catching various species of fish and the locations to catch these fish at his favorite "fishing hole"—Montauk, Long Island.

The public is cordially invited to attend this meeting which will begin at 8:00 p.m. on Tuesday, December 21, at the American Legion Post #170 at 33 West Passaic Street, Rochelle Park, New Jersey. Free refreshments will be served at the conclusion of the meeting.

Anyone desiring additional information on this meeting or the Salt Water Anglers of Bergen County can call President John Toth at (201) 569-3218.

LISPRC PERMIT PROCEDURES & RULES

SPORT FISHING PERMIT—valid year-round for after sunset parking for the purpose of night fishing ONLY at Captree, Hither Hills, Jones Beach, Montauk Point, Robert Moses, Sunken Meadow and Wildwood State Parks. These permits, for which there is no fee, may be obtained (in person only) at the parks listed and at the Permit Office, Long Island State Park and Recreation Commission Headquarters, Belmont Lake State Park, Babylon, from January 1 to April 20 and from September 6 to November 3;, 1983 ONLY. Sport Fishing Permits WILL NOT be issued from May 1 thru September 5. (7-day permits for new residents, vacationers, etc. may be

obtained during this period at the Permit Office and at Hither Hills State Park ONLY).

Additional regulations for Sport Fishing Permits are as follows:

Jones Beach—night parking limited to Parking Field 6, 10 and West End 2.

Robert Moses—night parking limited to parking field 2. (During *WINTER ONLY—Permit also valid for sunrise to sunset parking at field 4).

Hither Hills—Permit NOT valid for night parking during July and August.

Sunken Meadow—night parking limited to Parking field #1. (During *WINTER ONLY—permit also valid for parking field #3).

WINTER—SEPTEMBER 15 to DECEMBER 31.

BEACH VEHICLE PERMIT—Allows access to designated beach areas at Robert Moses (Democrat Point), Hither Hills, Napeague and Montaukl

BEACH VEHICLE PERMIT—allows access to desginated beach areas at Robert Moses (Democrat Point), Hither Hills, Napeague and Montauk Point State Parks. These permits, for which there is a $15 annual fee may be purchased at Robert Moses and Hither Hills State Parks from January 1 to April 30 and from September 6 to November 30, 1983 ONLY. Beach Vehicle Permits WILL NOT be issued from May 1 through September 5. (7-day permits for vacationers, valid at Hither Hills, Napeague and Montauk State Parks ONLY, may be obtained, free of charge, during this period at Hither Hills State Park ONLY).

Additional regulations for Beach Vehicle Permits are as follows:

All vehicles must be equipped with fishing equipment, a shovel, rope (or tow chain) and sanitary facilities.

Hither Hills, Napeague and Montauk Point—Permit valid 24 hours daily, year-round.

Robert Moses (Democrat Point)—Permit valid: 48 hours daily from April 1 to 5 p.m. on Thursday, May 26, and from 12:01 a.m. on Tuesday, September 6 thru December 31, 1983. Effective 5 p.m. Thursday, May 26 to 12:01 a.m. on Tuesday, September 6, vehicles may enter Democrat Point before 7 a.m. or after 5 p.m. ONLY. Vehicles may remain on the beach for no more than 48 consecutive hours. Beach Vehicle Permits also allow all privileges of Sport Fishing Permit (above). There will be no replacements for lost Beach Vehicle Permits; duplicate permits WILL NOT be issued. There will be NO REFUNDS for lost and/or revoked permits.

CAUMSETT STATE PARK—allows bonafide sport fishermen (who have fishing equipment, bait and/or lures) to drive to and from the fishing parking area ONLY and are valid from April 1 to December 31, 1983 during hours and days specified by the Park Superintendent only.

A lottery system will be used to issue a total of 450 permits, for which there is an annual fee of $10.

Applications must be submitted not later than close of business on Monday, February 21, 1983. Applications will be available **beginning Monday, January 24, 1983** at Caumsett State Park and Long Island State Park and Recreation Commission headquarters. Applications may also be obtained by sending a stamped, self-addressed envelope to:

CAUMSETT FISHING
P.O. Box 247
Babylon, NY 11702

One application per person/vehicle/household ONLY—duplications will result in cancellation of ALL applications for person/vehicle/household.

A drawing will be held at 2 p.m. on Thursday, February 24, 1983 at Long Island State Park and Recreation Commission Headquarters (Belmont Ave., North Babylon), at which time applications will be assigned numbers according to the order in which they are drawn, up to 600. (Applicants are invited to attend the drawing). Permits will be issued to the first 450 and the next 150 will be placed on a waiting list.

The $10 annual fee IS NOT TO BE submitted with applications. Following the February 24 drawing, all applicants will be notified as to whether or not they are among the 450 to receive a permit (and/or the 150 to be placed on the waiting list). Those 450 successful in the drawing will then be required to submit the $1; $10 fee and will receive their permit by return mail.

All of the above permits (Sport Fishing, Beach Vehicle, Caumsett State Park) will expire on December 31, 1983 regardless of date issued.

Additional information may be obtained by calling (516) 669-100, extension 224, between the hours of 9 a.m. and 5 p.m., Monday thru Friday.

SHIMANO'S 1983 FISHING TACKLE CATALOG

1983 will again see new rod and reel performance standards issued for the tackle industry—courtesy of Shimano, the world renowned leader in precision gear engineering and production. ''Tomorrow's tackle...today'' is much more than just another company slogan. At Shimano, it reflects the company's attitude toward a continuing tradition of providing today's fisherman with the most advanced fishing equipment available in the industry. Their reputation is well established in the angling world: The revolutionary Quick Fire (TM) bail trigger, for one-handed bail opening, has changed spin fishing forever... Super Gears, appropriately named, have added a whole new big fish, light tackle dimension to the world of bait-casting reels...high energy Graphite Karate Sticks and ultra-sensitive Boron rods are just other examples of Shimano's ingenuity.

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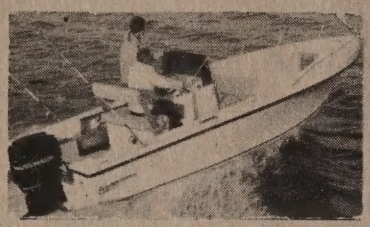
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These new products, coupled with Shimano's pioneers of the past including, MLX Quick Fire spinning reels, Triton offshore reels, ultra sensitive Bantam Boron Rods, and more are featured with detailed descriptions, color photographs, and complete specifications in their 24-page, 1983 Fishing Tackle Catalog.

Shimano...where "Tomorrow's tackle...today"! is not just a slogan but a description of company character established thru years of successfully introducing the most advanced technology and materials available into the tackle industry.

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Keep your rods out of harm's way with Berkley's Six Pack Rod Rack. For more information write: Berkley and Co., Inc., Trilene Drive, Spirit Lake, Iowa 51360.

"DEPTH-O-PLUG"

A device that enables anglers to zero in on the underwater locales most likely to harbor their favorite varieties of fish could just prove itself to be an irresistible lure for sport fishing enthusiasts in the coming months.

The "Depth-O-Plug," one of the latest products to be marketed by the Bead Chain Tackle Company, permits the fisherman to scientifically handicap his shot at landing a big one by measuring exact temperature conditions at specified depths.

Since fish tend to congregate at water levels that meet their optimum temperature and oxygen requirements—which vary with different species—the Depth-O-Plug's instant readout of temperature and depth provides the opportunity to find the spot best suited to the species being sought.

Besides being extremely useful in reconnoitering spring holes where fish are likely to converge during warmer weather, the device also offers ice fishermen an ideal means of locating areas where warmer currents may draw them in winter.

The Depth-O-Plug comes complete with a chart listing the usual depths and temperatures at which popular species are most apt to be found, along with "fish finding tips."

Bead Chain Tackle is a division of Bead Chain Manufacturing Company, P.O. Box K, 252 Mountain Grove St., Bridgeport, Conn. 06605.

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No shoveling, no overexerting, no waiting when you're stuck in the sand, say the makers of the patented SAVE-A-TOW Traction Ramp (TM). Just shove the tough plastic ramp under the troubled tire and you're out in a jiffy.

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Engineered for light trucks and RVs, as well as cars and vans, it's a money and time saver for everyone who drives in snow, ice, mud and sand. Saves $ in towing charges, saves transmission damage from back and forth rocking when stuck.

$19.95 from Melloworld Products, Inc., RD 1, Box 331, Slate Hill, New York 10973.

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A new lightweight wading shoe, designed for extra stability and maximum support and comfort, is offered by Red Ball.

It features an extended felt sole and high toe to prevent injury to the foot from underwater objects.

The shoe's tough nylon upper resists tears and abrasions and won't mildew or rot.

Sized to accommodate a pair of socks or Bama Sokkets, a stockingfoot wader and a heavy outer sock, the shoe is available in whole sizes 7 to 12.

A comfortable sponge collar wraps around the top of the shoe for ankle protection and helps keep out sand and silt. The lace stays are notched at the ankle-flex point to prevent chafing. The shoe also features rustproof hardware and nylon laces.

Two brass eyelets drain excess water, but their fine screens prevent sand from entering the shoe.

For further information, write Red Ball, P.O. Box 3200, Manchester, N.H. 03105.

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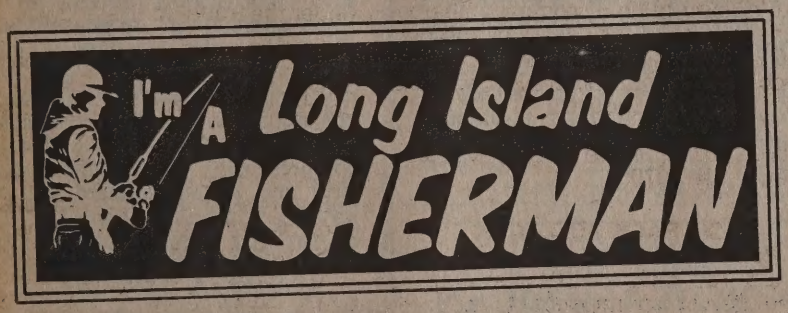

This bumper sticker could win you a ***FREE*** fishing trip aboard your choice of one of the open boats listed below. Just send a self-addressed, stamped business size envelope to The Long Island Fisherman and we'll send you a ***FREE*** bumper sticker. Place it on your car's bumper.Then just check each week's issue for the license plate listed. If your plate number appears just call the L.I.F. office at (516) 725-4200 by the 5PM Wednesday deadline of the week after the number appeared. Identify your car by the make and color and you're a winner. L.I.F. bumper stickers are also available at tackle shops, fishing stations and many open boats.

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These two pages of fine angling books have been carefully selected by the editorial staff of The Fisherman and are being made available to our readers at discounted prices just in time for the gift giving season. There are titles that will please the novice fisherman as well as the seasoned veteran, books that are recognized as the standard reference on their own particular subject and cookbooks that will whet the appetites of your non-fishing friends and family.

McCLANE'S NEW STANDARD FISHING ENCYCLOPEDIA

by A.J. McClane

If there is any one book that can answer to the title of being the most comprehensive and authoritative ever written on the subject of salt and fresh water angling, then this is it! Frequently described as the ultimate one-volume fishing reference library, this truly international angling guide is crammed with an incredible amount of data. And in true McClane fashion, it is presented in such a way as to provide hour upon hour of just plain old enjoyable reading. A must for any serious angler's library. Holt, Rinehart and Winston, 1156 pages. $50.00

BAITS, RIGS AND TACKLE

New Expanded Edition

by Vic Dunaway

From ultra-light to big game, the author covers every aspect of tackle, rigging, lines, leaders, hooks, knots, baits, lures and accessories with a meticulous attention to detail which only years of experience can provide. This valuable handbook contains as much information for the expert as it does for the novice. Wickstrom, 224 pages. $5.95

SUCCESSFUL BLUEFISHING

by Henry Lyman

Whether you're thrilled by the sight of a big blue crashing a surface plug in a foamy surf or prefer to take him from the deck of a party or charter boat, this book should be required reading. No more thorough work has ever been done on the bluefish as the author covers all of the basics as well as some of the finer aspects of the game. Well illustrated with photos and sketches. International Marine, 112 pages. $10.00

PROFILES IN SALTWATER ANGLING

by George Reiger

This handsomely bound book is sure to become a classic in the angling world. From Lerner and Hemingway to Woolner and Reinfelder, author George Reiger has done a masterful job of tracing the history of the sport through the men who have been most responsible for its development. His brilliant gift for story telling makes this book a treasured addition to any serious anglers library. A limited number of copies signed by the author are available. Prentice Hall Publishers, 470 pages. $14.95

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FISHING'S A DRAG

by Lou Truppi

All modern reels, whether spinning, conventional and even fly reels, are manufactured with some type of drag system. In pure laymen's terms, the reel's drag serves to stem the flow of line from the spool when connected to a fish. Since most fish caught will put up a decent account of themselves and in most cases can exert enough pressure to break the line when confronted with a direct pull situation, you, as the angler, can counter two ways. One is with your fishing rod, the other your reel. To be more specific—your reel's drag. Using both, the angler can land fish that weigh as much as 10 and 15 times more than the test line spooled on his reel.

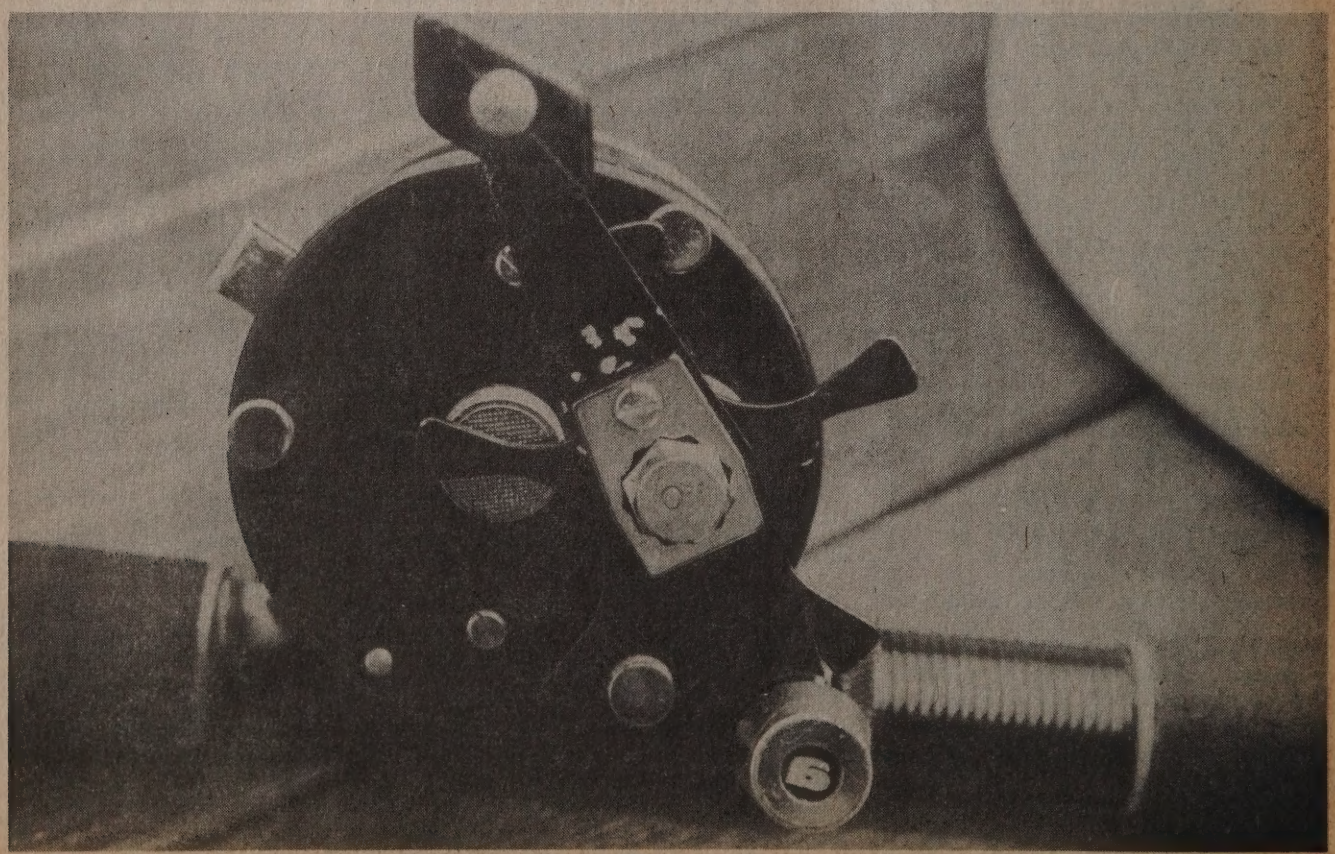
Understanding how drags work is really the basis for this article along with hints on how to use and care for them.

Most spinning reels' drags until recently were contained inside the reel's spool. A series of springs, spacers and washers provided the sources of drag control, while on most conventional reels a series of clutches and fiber or cork washers provided the holding power. Needless to say, the conventional reels, especially the big game series, possess more formidable drags than spinning reels. This is fine because you won't be big game fishing or offshore trolling with your spinning outfit. These outfits are designed primarily for casting and besting mid-size gamesters. On the other hand, the conventional reel will respond to the heavier species with ease due, in most part, to their super drags. The International style reels lay claim to a very superior drag system because of the quality of machine work and greater drag surface coupled with close tolerance settings and smoothness under extreme pressures.

To understand what makes a drag operative doesn't always lead to their proper setting in the time of need. Only experience can provide this setting and this does not come easily.

Many anglers who use stand-up class boat tackle, whether it be spinning or conventional, have an inherent tendency to crank down on their drag. Why? Probably due in part to selecting a heavier than needed rod and line to do the job at hand. Many bluefishermen on local party boats choose outfits better suited to canyon trolling than subduing a 10 pound fish; 6/0 reels and 50 pound class rods never really give the angler a chance to experience the need for a fine tuned drag. Consequently, most fish are horsed in and bagged with these outfits. The fisherman never requires anything but a tight drag and oddly enough that's all he would require with these outfits. If this is your game, then read no further. On the other hand, if you'd like to experience catching these fish and more of them I might add on somewhat lighter tackle, then by all means read on.

First, let's discuss how to set those drags. Both conventional and spinning should be set with the reel mounted on the rod and line fed through the guides. A rule of thumb when setting your drag is to set it to approximately 25% of your line's break strength, but remember this must be done with a scale to measure line pull and the line must be coming from the rod as it is held in a fish fighting position. Only then can you honestly judge the true drag setting. Let me cite an example. Let's use a standard medium action boat rod with



The conventional type reels contain star drags. These models are easily recognized by the star-shaped adjustment wheel on the handle.

a 20 lb. class blank matched with a conventional style boat reel such as a Penn Jigmaster loaded with 25 lb. mono. Now run the line up through the guides and attach to hand-held fish scale. Have your partner arch the rod to a perpendicular fish fighting position. At this point, the reel's drag should be set to begin slipping. If all holds true, your scale should read 30% of line's breaking strength or around 8 lbs. of drag. Matched with the proper class rod and a reel with a drag in good condition, this setting should allow you to best fish many times the weight of your line. In essence, the rod and the line dragged through the water will add to the drag's pressure. Never attempt to screw down the drag on a running fish. Unless the drag is set excessively light, it should be left alone. Many anglers fail to realize that as line melts from the reel and the spool's circumference decreases, the drag will automatically increase. In fact, if your spool is only half filled, your drag might register as much as 50% of line strength, thus increasing your chances of losing a big fish.

Spinning reel anglers can experience much the same drag problems. For best performance always fill reel spools to factory recommended levels and maintain this fill. Another factor that is grossly overlooked with both spinning and conventional reels is line weight. Small spools cannot allow the drag to function properly when loaded with heavy monos. When using monos of 20 lb. test or more, switch to a conventional reel or use a large spool spinning reel. Without this extra large spool the mono is forced to take extreme sets. This set can restrict drag pull and cause pulled hooks and associated problems with casting.

Loading plastic spools with heavier test monos can result in a spool's failure. A good idea is to bottom layer the spool with a soft braided line, then install the mono. Maintain a medium pressure when winding on the line to prevent the spool from cracking. The underlying line will provide a suitable cushion for the mono and might even save a big fish. Just keep in mind, all monos retain memory, some more than others.

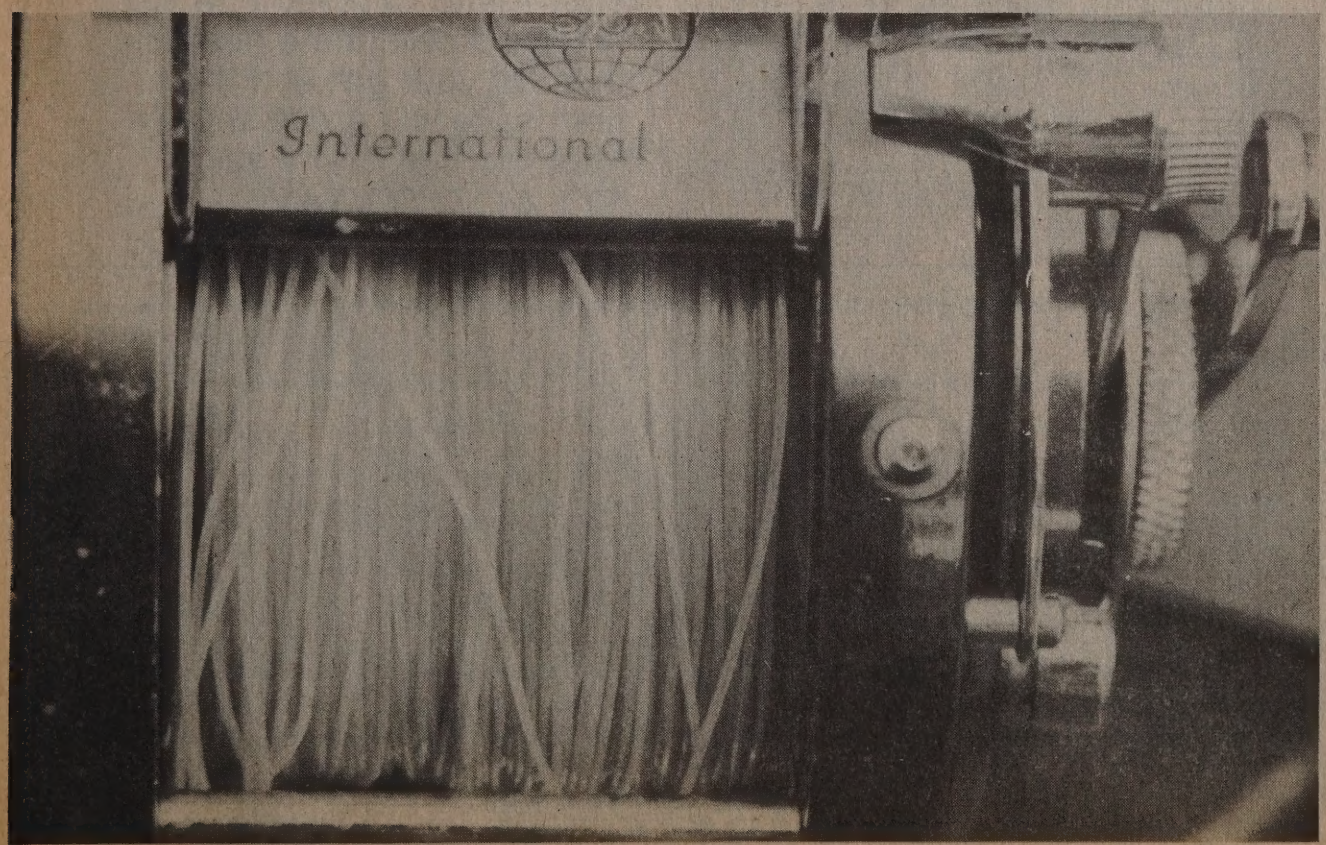
Conventional reels without one-piece machined spools can also be victims of this elastic energy. With the exception of big game reels, many mid-size boat reels can be rendered useless by excessive line pressure if the mono is not cushioned when installed.

What does this have to do with drags? Well, as I've stated, tight mono can prove disastrous to many reels. By the same token, a stubbornly tightened drag can increase the mono's stretch by not allowing the fish to take line but merely yo-yoing the line utilizing its own stretch factor to and fro on the reel's spool. Small fish on heavy lines can be landed without dire consequences, but put a 50 lb. fish against the same conditions and he could cause real problems directly related to your reel's spool and drag. It's best from the onset to get used to fighting all types of fish utilizing the reel's drag. Oftentimes by letting the fish run against the drag, you'll find you can tire him more easily than by attempting to steadfastly winch him in. Learn to use the rod's action to soften the fish's most stubborn runs. Combine this with a properly set drag for the class line you're using and you'll be amazed at how even stubborn big fish can be beaten without undue exertion on the angler's part.

The reel's drag is there to work for the angler, so learn to adjust it to your advantage. Mid-size gamesters such as blues, weakfish, albacore, stripers, etc., can be landed on relatively light tackle and lines when one understands how to use the reel's drag to his advantage.

The drags themselves should be kept well lubricated so salt will not impede their usefulness. It's a good idea to check them periodically for wear and install new parts when needed. Never put an excessive amount of lube on the drag's working parts. This can restrict the drag's tension and form a catch-all for dirt. It's best to wipe off excess lube to maintain top performance. Many slick lubricants can create a loss of drag holding power by reducing the friction needed to make the drag function.

Keeping your reel's drag in top working order and learning to use it properly can make you a better angler. Learn to play fish under the aforementioned rules and you, too, can see how many experts catch more and bigger fish on lighter tackle. It all relates to drag.



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THE REEL INSIDE STORY

by Denis Useo

Tackle care—what's it all about, when does it begin, or for that matter, when does it end? With today's prices we all should know the "What's it about?" Namely, getting the most out of an initial investment. Not everyone, however, is sure when it should begin or for how long they should continue. For those who don't know, I say, "It starts from the time that you first open the box and continues till the time you hand it to your grandson."

When a new reel is purchased, take the time to examine it carefully. When you get it home, put the reel through its functions. Make sure everything is working properly, that the drag is smooth, that the clicker works and that there are no bent or missing parts. There are two reasons for this. First, it is better to find out now of the above problems rather than on your first trip with it, or worse, after you've given your next best reel to your wife. I mean you had to justify why you were digging into the vacation kitty again. Secondly, although uncommon with today's better reel manufactures, a reel with a bent or missing part does now and then crop up. A store manager is more likely to give you an exchange, maybe even with a smile, if you bring it back the next day in good condition. But if it has been exposed to saltwater and you bring it back three weeks later with no box, how could you expect anything but an argument?

If all checks out well, take the warranty card out, fill it out, and mail it. Today! Some of my associates jokingly refer to the warranty card as part of the packaging material. Please don't think like them. I've had to send numerous reels back under the warranty and had them returned to me repaired, via this contract, at no charge to me. The system does work, and if everyone did it we would be forcing companies to manufacture a better reel. There is no profit for a company to fix a reel returned under warranty, only headaches.

This now brings us to the second sheet of paper in the box—the parts list, usually with a blowup drawing of the innards. Yes, the box does contain a parts list despite what you may say when you look for it six months from now. Take the time to put it somewhere safe. Someplace you won't lose or forget it. Such as with the picture of your 45 lb. bass, your fishing log, or with your marriage license. In that order? I'll get back to the reason for keeping this so safe a little later on.

After any and all fishing trips, it is wise to wash down all tackle with fresh water. This is to ensure that all salt and sand is removed from them. This is easily accomplished in the back yard or in the shower. Salt corrodes slowly and sometimes goes unnoticed until it has proceeded too far to be corrected. The water used to rinse should be warm if possible. This melts the salt quicker. It should not be hot, however; hot water has a tendency to break down the grease, running it out of the reel. If this happens, a complete lube job will be required. Otherwise, a biweekly lube job of the "Oil Here" holes is all that would be required to keep the reel in top-notch condition.

The season, for the most part, for most of us, is now over. This is the time of the year when old fishing stories are retold with great reverence over a cup of piping hot coffee, rather than being created while soaked to the bone over a thermos of lousy coffee. It is also the time of year we should be preparing for next year. By

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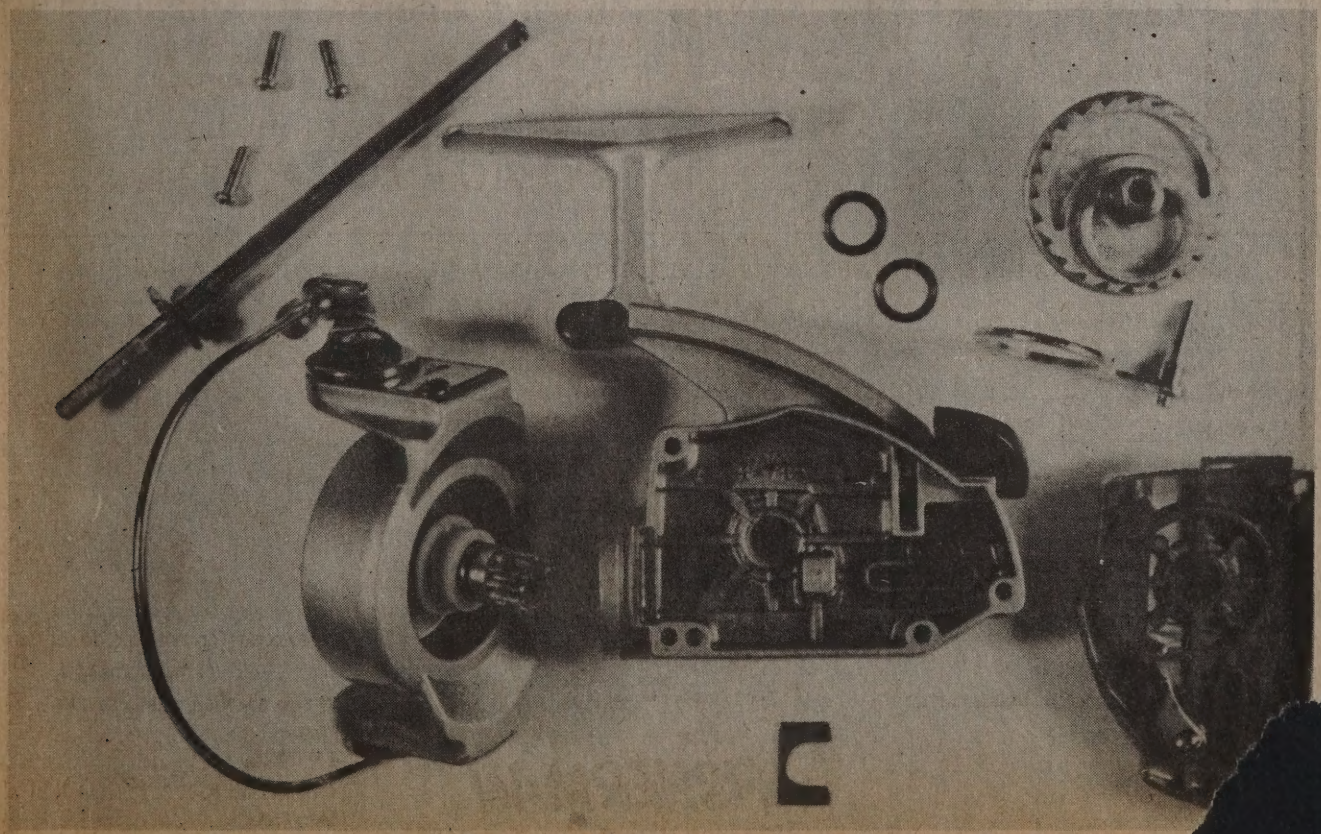


Complete disassembly is recommended to ensure proper cleaning and maintenance.

going through our assorted tackle, throwing away the unrepairable, mending the repairable, and maintaining the still functional, will we be sure to have it all together and ready for an early start next season.

Maintaining your reel is what I wish to discuss in depth now. A reel does not need to be purchased yearly, unless one has grown tired of collecting coins. A reel has more life to it than most manufacturers care to admit to. The secret to its longevity is you. How and what you do to it off and in season is what really determines the the life span of a reel.

A check of the internal parts at this time is what is now called for. We must be sure everything is working according to specs, so it will give us its best next year.

Many people are afraid to take apart a reel for fear they will never get it back together. It's a simple procedure and we're going to see how it's done shortly.

Before I tell you how, let's discuss what it is we are going to do. We're going to disassemble this machine to its bare parts. Once completed, we're going to wipe and rinse all parts in hot water. This is done to dissolve the grease. In this way, the gears and other parts can be examined for wear. Note, please, that this is the time for hot water. In the beginning we were using warm water for our after-trip rinse. We didn't want to dissolve the grease. Now we want to discard this old grease. It contains an accumulation of salt, dirt, and sand from the preceding year, all of which is harmful if left in the reel. If all looks good, we will regrease with new lubricant and reassemble. If, on the other hand, anything is worn, we will check our parts list, order the part, and then put it all together again. The idea is to replace that part now, not when it breaks down. It is far cheaper than a lost trip, and far less aggravating.

To get started there are a few required items. A small area to work, a screwdriver, pliers, a rag or two, a tube of reel grease, and the parts list. That would just about make up the bulk of the items needed. A fine cigar, cup of coffee, or a hot buttered rum would also complement the list well.

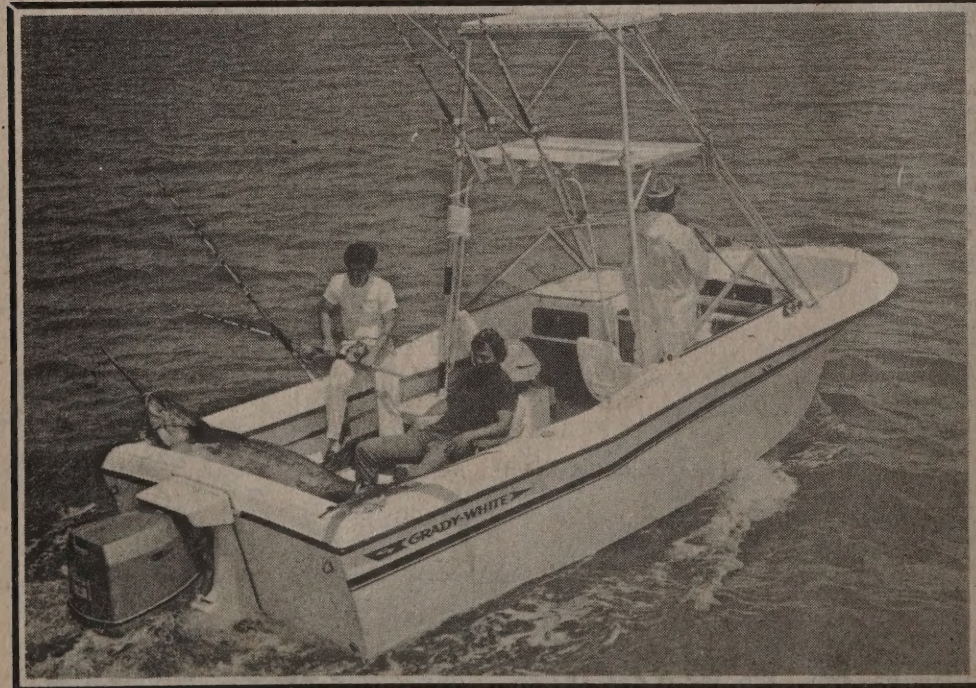
The first reels I usually do every year are my spinners; so that's what I'll cover here.

The first thing that we will do would be to change the line. This should be done yearly at the minimum. It is a time-consuming and costly process, especially if you have more than one reel, but it is, nonetheless, a necessity. I have come up with what I believe to be a solution. What I do is to load about half of the spool with a heavier mono, and load the balance with the pound test I normally use. For example: load the first half of your spool with 15 lb. test and the balance with eight pound test and connect the two with a well tied blood knot. This way I only change the six pound section yearly and the 15 pound section about every three years. Even if during this time span the 15 pound deteriorates to 12 pounds, the effect will be unnoticed since it is still stronger than your eight pound test. The money and time saved is dependent upon the number of reels that you own.

Now take the spool off and check the front to see how the drag is held in place. It is usually a spring which fits into a groove. This spring can usually be removed with a needle nose plier or the edge of a fine screwdriver. Once this is done, take out the drag washers making sure that you keep them in order so you may return them in the proper sequence.

Rinse and clean them of any traces of salt or sand. Check and see if there are any washers that are out of round or are not the same thickness throughout. If there are no problems, put them back in place.

Now that this is out of the way, take the reel itself and remove the handle. Depending upon your reel, this is accomplished in one of two ways. If your reel is the kind that allows you to change the handle from right hand to left, simply unscrew the coin slotted screw on the opposite side of the handle and take it off. On the other hand, if the reel crank can't be switched, hold the reel and turn the crank in the opposite direction that you would normally reel in until it comes off.



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Remove the cover of the reel; this is usually held on by three or four screws. Once you remove this plate, you'll be looking at the gears. At this point, there are certain gears that you can take off without the aid of any tools. They are simply held in place by the cover plate. Remove these gears now and keep them in order as you take them off by lining them up far enough away so that your elbow won't rearrange them accidentally. When this is completed, all that would be left is the anti-reverse lever and the shaft that moves the spool in and out to distribute the line evenly along the spool. The components you have just disassembled should be wiped free of all grease and lubricant. Use hot water, if necessary, to remove it.

Look at the gears for signs of wear. Such signs would be chipped gears or teeth that have been worn unevenly. Replace these now.

The main bearing is our next step. This is usually of ball bearing construction on the more expensive reels and of a nylon bushing construction on the cheaper ones. This unit is usually held onto the reel housing by either a horseshoe type clip around the shaft within the housing itself, or by a nut and lock washer located on the spool side of the shaft. By all means, this should be taken apart if you want to do a thorough job. It is this part of the reel that receives the most strain from constant use.

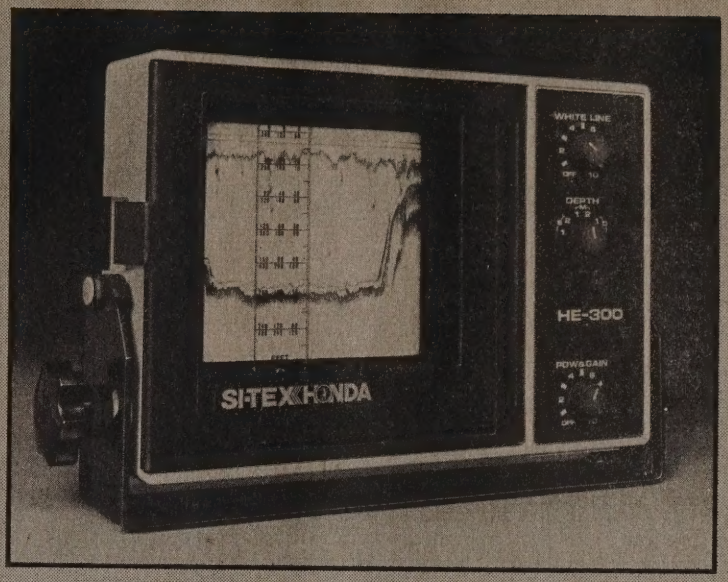
After this is done, check the line pickup for burrs or nicks that may have come from dropping the reel or leaning it against an abrasive wall. Also check for grooves that may be on the line pickup bearing. This can wear the line the same as grooved guides or tiptops. This is a replaceable part, either by itself or along with the bail. Change it now, before you lose a fish.

Grease all of the parts that were taken off and also all areas of the reel where there are moving parts that might not have been removed. The anti-reverse clicker is one example. Reassemble the parts in the same order that they were taken apart.

This reassembly is where a copy of the parts list comes in handy; but if you kept the parts in order when taking the reel apart, you can probably do without it.

This should just about wrap it up. Along with these instructions and your parts list and diagram, you should have no problem. If you don't have the list for an existing reel, my advice would be to drop a line to the manufacturer and request one. But if you work slow, keep things in order and don't need to replace parts, you shouldn't have a problem.

Beyond furnishing you with exacting instructions for each reel, which I could not possibly do, I hope that I have given you the confidence to try it. It really is a simple procedure, one that will save you money and aggravation, and one that gives you something to do during those long, boring months of winter.



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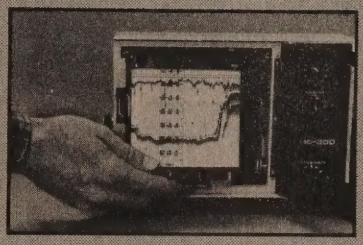

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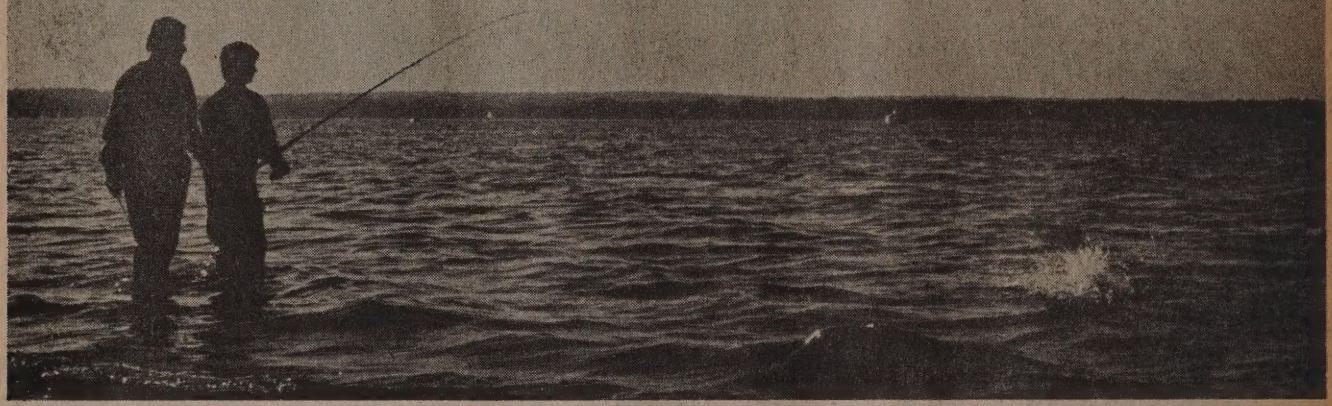
by John Fritz & "Doc" Muller



1. Which of the following baits is LEAST likely to be in use along the south shore surf in October? a) Bunker) b) Live Eel; c) Mackerel Chunks; d) Sandworms.

2. Which shaped sinker is preferred when bottom fishing in rocky areas? a) Pyramid; b) Bank; c) Pencil; d) Egg.

3. Which of the following plugs is NOT normally used after darkness has fallen? a) Darter; b) Bottle; c) Polaris; d) Atom 40

4. Which of the following lures is most likely to be in use by surfmen fishing under the Light at Montauk on a late September night? a) Yellow Darter; b) Blue Pencil Popper; c) Shorty Hopkins; d) White Jr. Atom

5. Which of the following lures is NOT normally used when seeking weakfish in Long Island waters? a) 3/4 oz. Tri-Fin Eel Worm; b) 2½ oz. Gibbs Darter; c) 3/8 oz. Rebel Sinker; d) 3½ oz. Reverse Atom

6. Which of the following plugs is NOT normally retrieved slowly? a) Spin Atom; b) Jointed Rebel; c) Atom Striper Swiper; d) Gibbs Bottle or Casting Swimmer

7. When using live eels for stripers or bluefish in the south shore surf, which of the following terminal rigs is preferred? a) Pompano Rig; b) Surf Rig; c) Fishfinder Rig; d) Hi-Lo Rig

8. Which of the following surf fish does NOT have a minimum size limit? a) Striped Bass; b) Weakfish; c) Bluefish; d) Fluke

9. Which of the following plugs does NOT have a lip to help produce a swimming action? a) Gibbs Polaris; b) Junior Atom; c) Rebel Super Minnow Sinker; d) Gibbs Bottle Plug

10. Which of the following lures is NOT normally used in conjunction with a teaser? a) 4H Hopkins; b) 7 inch Rebel Floater; c) Gibbs Darter; d) Smiling Bill Bucktail

11. Which of the following surf-caught fish is it safe to put one's finger in its mouth? a) Weakfish; b) Bluefish; c) Fluke; d) Striped Bass

12. Which of the following worms are NOT commonly used when fishing for striped bass? a) Sandworm; b) Bloodworm; c) Night Crawler; d) Ribbon worm

13. Which color combination for a plug might be most popular when bass are feeding on mullet during the fall run? a) Red-White; b) Yellow; c) Silver-pink; d) Blue-White

14. Pencil poppers should be retrieved in order for them to be most effective. a) Slow-Dancing; b) Fast-straight; c) slow-straight; d) medium-straight

15. Which plug should be retrieved just fast enough so that it bites the water and swims according to currents, tide, and weather conditions? a) Rebel; b) Bottle Plug; c) Super-Strike Zigzag; d) Rabbit

16. Which of the following species are most likely to be caught along with mackerel in the surf? a) Weakfish; b) large bluefish; c) Medium to Large Bass; d) all of the above

17. How often should your line be changed? a) when it discolors; b) never; c) once every three years; d) once a week to once a year depending upon conditions and use

18. Which of the following is the best AND easiest way to sharpen hooks? a) grinding stone; b) fine file; c) rock edge; d) sandpaper

19. A snap should NOT be used with which of the following lures? a) Bucktail; b) Rebel; c) Eelworm; d) Darter

20. A shock leader should be tied to the main line with: a) overhand knot; b) clinch knot; c) blood knot; d) overhand loop

21. Which is the better shock leader to main line pound test ratio? a) 25-20; b) 30-10; c) 50-25; d) 12-10

22. An eelskin is usually added to a to make an eelskin plug: a) Polaris; b) Rebel; c) Tin; d) Jr. Atom

23. Which of the following items is usually NOT found on a fisherman's web belt? a) Canteen; b) gaff and holder; c) knife and holder; d) Stringer

24. Which foul weather top is best to use in the surf? a) snaps running full-length in front; b) zipper running full length in front; c) full length Velcro closure; d) pull-over with short opening and cord ties

25. A device that allows a striking fish to run without sensing a connection to a fishing rod is called a) Snap Swivel; b) Fish Finder; c) Three-Way Swivel; d) all of these

26. Which of the following lures best imitates a squid? a) Reverse Atom; b) Rebel; c) Bottle Plug; d) None of these

KEY:

1-d	8-c	15-b	22-d
2-c	9-a	16-a	23-a
3-c	10-d	17-d	24-d
4-a	11-d	18-b	25-b
5-d	12-c	19-a	26-a
6-c	13-d	20-c	
7-c	14-a	21-a	

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BEST FISHING DAYS FOR DECEMBER WHEN THE MOON IS BETWEEN NEW AND FULL ARE DEC. 15-30.

LIFE BY THE WINTER SEA

-by Patricia C. Donnelly

Labor Day, 1981 was a memorable day for my sons and I, as on that day we left a community that my family had been a part of for over 60 years. We all needed to experience new horizons and a beach community was a natural choice for us.

Taking up residence in any one of Long Island's beach communities is an easy transition for those amongst us who share a love and reverence for the sea. The mighty Atlantic welcomed us with warm autumn breezes; it was heavenly.

As winter approached, we soon discovered that each season has its own particular charm. Those wintry days became a joyful revelation of God's greatest gift to man as nature's solitude served to heighten the icy brilliance.

Winter temperatures are higher by the ocean—as much as 10°, a greater intensity of colors is reflected in both sea and sky enhancing the uniqueness of living within the confines of this magnificent obsession.

Rarely a day went by without our being drawn to the magic of the sea's power. Her charm, indeed her essence, is in the awesome strength and grace of her spaciousness.

I would like you all to take an imaginery walk with me so that you may envision and share in our experience of being spiritually bathed and enriched by the glory of the sea.

Bright orange streaks of light spread across the majestic Atlantic on this early dawn, the air still and crisp on this mild December morn. I awaken to the hum of the sea.

While walking by the sea's edge her solitude bathes my very soul, so calming is its wintry silence. At once I feel alone while in unison with nature. These precious moments offer infinite serenity culminating in a profound mystical experience.

Glancing about I see the sandpipers chirp ever so quietly while the sea gulls swoop down upon the still sea in search of nourishment.

These birds of the sea sing their squawk of delight each time they sight a crab. Sounds from the depth of the ocean floor are my companions as they form a symphony of nature's music, her melody depending on her mood.

I love the sea as it enriches my spirit and embraces my very life. As each friend visits me, we are drawn to that haunted spaciousness of wave upon wave sparkling with life. It is a special joy to share my treasure with the people I love.

Some days I stare long and hard finding her tranquil, yet with subtle hints of restlessness almost as though awaiting word from above to strike a different chord.

At other times she is fretful, almost as though struggling for solace. Again, on a recent strikingly beautiful dawn, I looked to her for serenity, so welcoming was her stillness.

This tempestuous soul of all souls sometimes howls and roars without provocation. This precious ocean is like a women, sensitive to the slightest change in her environment.

In early January, my eyes feasted on the sight of snowflakes slowly covering the sands as the birds of the sea briskly shook their feathers free of the crystallized stars.

Snow-filled clouds, heavily laden, fell upon the earth as the Atlantic's vast powers prevented even one tiny flake from resting on her domain.

One late evening in early January, the sky filled with twinkling stars and the Big Dipper glowing brightly. It was just too perfect a time to resist the beach. Sky and sea seemed as one, both a deep electric blue, moon full and deep golden. It was the kind of moon so vibrant and rich that out West it's known as a Harvest Moon: so perfectly round, so vivid of color, so close as to be almost touchable while bathing the sea and sky in its radiance—truly a breathtaking sight to behold. Temperatures held to just above freezing, the sea air crisp and clear, its salty fragrance lingering.

At one point during this memorable evening, a plane appeared to come out of nowhere, proceeding to climb higher and higher until it was shadowed in the center of the glowing moon. Such glorious rays seemed to hold the aircraft, suspending it in the very eye of the Universe.

This drama of man reaching up to nature represented for me the essence of man's achievement on earth.

Today a storm is brewing once again and excitement has begun to electrify the air. My thoughts gravitate toward her majesty as I know her power will soon be felt. Approaching the beach, I hear the echo of her lament spreading from jetty to jetty, waves suddenly cresting higher and higher as the spray dances and sways. As the spray rose, it formed a steaming, glistening dance that gradually became volcanic and turbulent; the contrasting tranquility of other days enhanced the excitement of nature's expressions.

The mighty Atlantic cried out to beware!

Tiny, frightened sandpipers with their spindly little legs ran for cover, larger sea gulls, slightly braver, perched staunchly on the jetties—that is, until swept off their nest by the force of waves six feet high.

It is an exciting, somewhat perilous time to be by the angry surf as she pounds herself relentlessly against the shore, the force creating winds that sweep the sands so rapidly as to cause a desert-like storm. It is fascinating to be caught in the midst of this drama.

The surf retreats, just for an instant, then surges forward with a thrust that sends sprays of tingling, icy waters to cover man and beast alike. She simply wants to be alone: man, ship or animal watching her outburst will soon visibly quake if too close to the heart of her power.

It leaves one in awe of nature's complete command of man as one suddenly realizes the strength of a sea that can lift ships as though they are tiny sea shells. Those among us who live close by soon learn to respect her wishes.

Today, again, the snow flurries are falling from the heavens, the sea is happily presenting herself in all her glory, offering a slight lilt to her crest. She bows to greet her admirers.

Harmonious shades of pearly gray and rose pink grace the skies while casting glorious beams of light across the sea's body.

My being rejoices at nature's precision of time eternal: the sun fades into the curvature of Mother Earth just as the moon is proudly entering the world's stage in all her unadorned magnificence.

Life's mysteries are contained within those illuminating masses.

We live with the sea, we dance with joy within our souls, living within the confines of the majesty of the proud Atlantic. All of us are affected by the sea, those living within eye view are drawn to her magnetic powers of rejuvenation. It is magical!

Each morning I am thrilled to peek at my ocean from my front porch, often being drawn to step out into the brisk, cold air to bid my friend a good day.

Yesterday, I found her calm and content; today she is cool and distant. What a pleasure to see her changes in mood each day while her essence remains the same. This seductive charm offers man an eternal fascination; the tomorrows are always different.

As we have grown more at home with the surf's surroundings, we have become as one with God and nature, shedding the veil of discomfort that has become so much of a burden to a city dweller's life.

While experiencing life by the sea we come to a reconciliation with our spiritual nature. Her beauty is awesome, her infinite grace is nature itself in its simple, stark formation.

Nature is a visual, somewhat sensuous experience of unparalleled beauty, indeed a gift to all mankind.

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BE SEATED!

by George Sanderson

The reel seat is the most overlooked component.

When choosing the components to assemble a custom fishing rod, many things come to mind. The rod blank, the grips, the guides and tip-top, and the reel seat. I feel that the reel seat is often the most overlooked component in custom rod building.

The following is typical of a conversation between a fisherman and a custom rod builder. "I want a saltwater spinning rod built," the angler states, "and I want you to use a Fenwick blank and Fuji guides." The custom rod builder then asks "What kind of reel seat would you like me to use?" The answer will vary from customer to customer, but most will reply, "I don't care" or "it's up to you." It seems that there is not that much concern shown to reel seats when building a rod. There is not much written about reel seats, especially in comparison to blanks and guides.

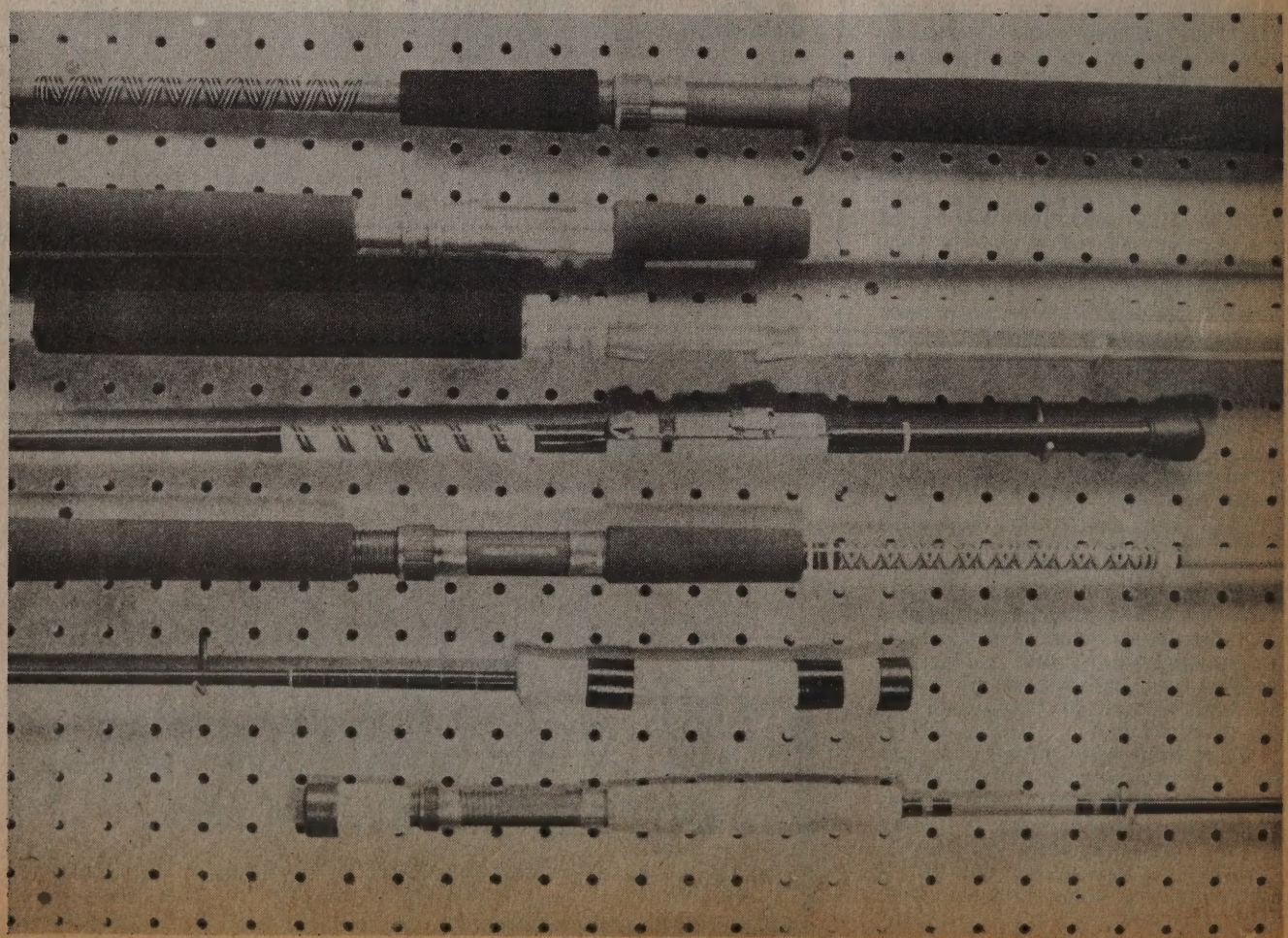
The size, style, and quality of reel seats can vary greatly. The wrong choice will leave you dissatisfied with your new rod. An "I don't care" reply is not a good one. Let's take a look at some of the different reel seats available to today's rod builder. Remember, you have a choice.

Photo #1 shows a wide variety of reel seats. From top to bottom, we have a Fuji #20 FPS graphite trigger seat. It is mounted on a 6' 6" popping rod. The butt grip is 10 inches and the fore grip is four inches. The trigger allows for a comfortable grip of both the rod and the reel. These seats can be used with a shorter butt grip and light bait casting reels also. Strong, sensitive, and light—a very good choice. Later in the article I will elaborate on the entire line of Fuji graphite seats.

The second is an aluminum seat mounted on a spinning rod. The example in the photo is a high quality Cal Air seat. This seat can be used in fresh and salt water, although most anglers choose not to go with light aluminum in the salt. The quality of aluminum seats is diverse; a quick look at the workmanship should help you pick a good seat over a lesser one.

Thirdly, we are looking at an Aftco Uni-butt, which has become the standard for offshore trolling rods. This reel seat/aluminum butt combination comes in four different sizes. They can accommodate blanks from 6 to 130 pounds. These Uni-butts are not only beautiful, but the ultimate in quality and durability. Also available (not shown) is an Aftco aluminum reel seat for "through the reel seat" assembly of a trolling rod. This allows the rod builder to mount a hypalon butt grip and their choice of gimbal.

The Fuji snap-on aluminum reel seat may be new to many anglers.



Although they have been on the market for sometime, their use is rather limited. They come in many different sizes, from tiny ultra-light seats on up to large surf rod seats. As you can see from the photo, these seats are wrapped directly to the blank. They are strong and light. When mounting these seats it is a good idea to underwrap them with a light thread (A) and then double wrap them at both ends with a heavier thread—this will result in a much more durable bond to the blank.

The spinning rod (a 6' 3'' bucktail pole) with the diamond wrap employs the Fuji FPS #20 seat. This seat is an excellent choice for a pole of this type. More on this seat later.

Cork and spinning rings have been around for a long while. They are found on many inexpensive rods that use inferior cork and cheap metal rings. The one shown in the picture is made from high grade cork and Varmac tapered rings, a great combination. These seats are light and extremely comfortable to fish with. They are always a good choice for ultra-light rods. Some fellows will use the cork alone (without the rings) as they like to tape their reels directly to the cork.

Lastly we have a nine weight saltwater graphite fly rod. Cork fore grip and a two inch fighting butt have been used along with a Fuji FPS #16 graphite seat. This seat is light and strong—a necessity on a rod of this type. Almost any fly reel will fit on this seat with the possible exception of a larger saltwater model. Check this out first and if need be move up to the FPS #18 seat.

A chrome over brass seat (not shown) is another possible choice when building a rod. They are found on all types of rods—some good and some not. A quick once over will usually separate a good seat from one of lesser quality. These seats can be used on many different types of rods, from spinning to heavy duty conventional. For most applications I feel that these seats are outdated with the advent of the Fuji graphite seat series.

I guess you have gathered that I am a bit partial to the Fuji graphite reel seats. Let me tell you why.

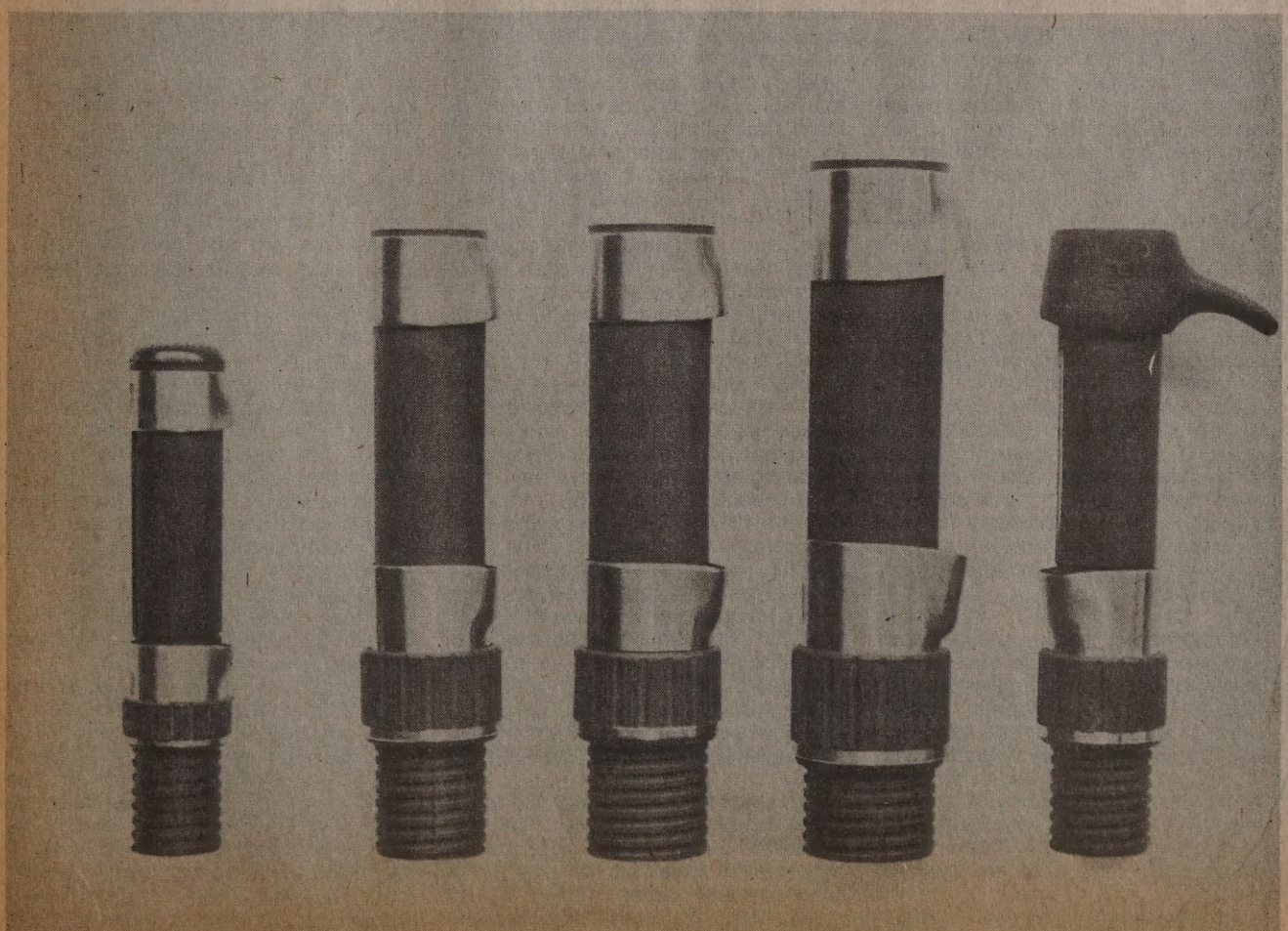
In my opinion these are some of the finest seats available for most rod building applications. These seats are made of a graphite/fiberglass composite. Stainless steel is used on the hoods. The hoods are self-aligning, they ride on a small groove built into the reel seat. These seats are ''live,'' they have the ability to flex a bit, thus giving you an edge when it comes to increased sensitivity. Being impervious to rust is another asset of these seats. I have rods that have been used for many seasons and the Fuji seats show no signs of wear or rust.

Photo #2 shows a selection of Fuji FPS graphite reel seats. From left to right, we have a Fuji #16. As mentioned earlier, this seat is suitable for fly rods and for light spinning poles. Note the rubber cap on one end. This can be employed if you choose not to include a fighting butt on your fly rod.

Next is the FPS #20. This seat is perfect for a fresh or salt water spinning pole. I have also used them successfully on light conventional poles. Next to the #20 is the #22, which can be used on a H.D. spinning rod, light surf pole, etc. The largest seat in the picture is an FPS #24, although larger seats are available. This seat is a great choice when constructing a large surf pole. It should be mentioned that these seats do not absorb the cold like a metal seat does. On a November night in the surf, this is a welcome relief.

Far right is the FPS #18 trigger seat. Bait casters love this seat as their rod can be built with the blank extending right through the seat for greater sensitivity. Also, you will have the freedom of making the butt grip a length suitable to the type of fishing you do. These seats are available in two sizes—the #18 and a #20, which is slightly larger.

After reading this article I hope you will never overlook the reel seat again when selecting rod building components. Remember, there really is a difference. Choose a quality seat designed for this type of fishing you plan on doing—you'll be much more satisfied with your new custom rod. Good luck and good fishing.



A TALE OF YORE

by Matt Ahern

I do not know if the following tale actually happened; nor do I know who wrote it. (I wish it had been me.) It is a rousing story of Gloucester fishermen caught in a desperate situation during those long-gone days of wooden ships and iron men.

This gutsy tale (handwritten from the original publication when first given to me) has been in my possession since 1934. I recall that I immediately typed it to preserve that which had been scrawled on pages of fools-cap already yellowed and water-stained, pages now long since deteriorated and gone. I'm sure the setting of the story dates back to the late 1800s when America was then flexing her muscles and leading the world in derring-do. I've re-read this tale of raw courage scores of times over the years and it has never failed to re-kindle enjoyment and thrills. It is my hope that you will find enjoyment and thrills in it, too. I don't think you've ready anything quite like it before. And to that unknown author—I salute you.

THE BLASPHEMER

They were fitting out the Julia Haskins for a salt-fishing trip, and a cask of beef was about to be hoisted aboard. An easy package it should have been for the three lumpers to handle, two on the dock to hoist and one to guide and receive it on the vessel's deck below; but these were careless—one paused midway to look at an incoming Italian bark. "They says she's got twenty thousand tubs of salt in her hold," he observed. "No!" exclaimed his mate, and also turned his head. Down between dock and vessel plopped the cask.

The lumpers, leaning over the string-piece and rail, gazed down at where it had disappeared in the muddy water, then stood up and eased their souls with three separate strings of oaths; particularly he who was most to blame, whose eyes had been first diverted by the green-painted bark.

The man who should have been most concerned, master and owner of the vessel, he who would have to pay the bill, did not step a foot nearer the scene of the catastrophe; merely looked toward the men at fault and said: "I cal'late that's gone. You might have been more careful, Charley, but get a move on and go ahead with the rest of the stores. And one of you go up to the office and tell 'em to send down another cask of beef."

Old Peter and the usual staff of assistants up in the company's Crow's Nest had observed the incident of the cask. They all drew long breaths and began to talk at once. "Did you see that, Peter? And he never let a yip out of him. Why there's some skippers would have skinned those lumpers alive! And swear? Why, just imagine what"—and named, one after the other, a dozen well-known masters of vessels. "Why, they'd been a smell of hot copper blowing up here long afore this. Why is that, Peter, d'y' s'pose?"

Peter turned to them. "Why d'y' 'spose? It's before any of you were old enough to be allowed to loaf around here; but if you won't let that fire die down, I'll tell it. Pity among seven of you you can't put one piece of wood in the fire." He had to stop then to put the glasses on a sail that was lifting above the horizon at Eastern Point. His face had taken on a sudden animation. "It's queer, now, if it should be her—but time enough," and carefully laid down the glasses.

"This man below, Jed Stevens, that never opened his mouth awhile ago, where many another man might've considered he had justification, came of a family of swearers. He had an older brother, Lewis, was an awful man at it. I mind there was a partic'lar main boom that the owners ordered for his new vessel one time and Lewis didn't like the looks of it, and swore so hard over it—four lines of rhyme he made of it—that he went home and died. Busted a blood vessel or something. Well, when Lewis died everybody said that Jed would keep up the reputation of the family as he'd grow older. And he did. Only he couldn't make poetry of it like his older brother. However, he was an awful man with the language, and for that reason alone hard to get along with. Good men don't care to have a skipper swearing at 'em night and day. Men used to come and go with him so fast that he rarely carried the same crew two trips in succession. His own brother Mark—the youngest of the three brothers, a fine fellow, and who didn't have the gift of swearin'—left him that way. And that worried Jed, who thought a lot of Mark—a lot more than he let on. He went out of his way to get him to come back, but Mark said: 'When you learn to control your tongue, I'll ship with you—not till then'.

"In those days Jed used also to get pretty drunk now and then. One trip he started out that way—kept the jug between his knees all the way to the grounds, and never moved to his meals, just sat there and drank—straight from the jug, bothering with no mug or glass on the way. The second night out it came on to blow pretty hard, and the vessel began to groan under it. But luckily not much sea in the beginnin', and also lucky, it bein' winter, that she warn't carryin' her topm'sts; but even with her four lowers, it was gettin' too much for her. She was rolling down outrageously, but nobody dared to take any sail off her without the skipper's orders, and he was drunk in his bunk, half comin' to himself, and getting up for another drink every few hours, swearing while he was drinkin', and then rollin' back again.

"Well, the old Jonathan Edwards dived along, taking most of it aboard. We could do nothing but batten down everything and let her go, hopin' the skipper would come to himself before 'twas too late. He did come to after awhile—sixteen hours on end he'd slept—and rolled out of his bunk and began to notice things. First, he noticed that the companionway was closed tight. 'Open up them hatches and give us some air,' he snarled, and a string of blue oaths with it.

"The boards was no more than slid out of the way when a sea came pouring into the cabin and set everything that was loose adrift. The sight of the water didn't soften his temper any. He swashed around in it in his stocking feet and swore harder than ever. 'That's what I like to see', he says—'the old girl givin' herself a bath,' and another sea come aboard and below and piled up over the lockers and into the lee bunks.

"He thought he'd take a look outside then, but hadn't got his head out the companionway when down upon him tumbled a mountain of water that floated him down the cabin steps. Well, he swore and blasphemed worse than ever at that. He'd go on deck, he would, if the entire blasted ocean was to roll over him. And he did, not yet altogether sober, and climbs out on deck and holds on by the wind'ard corner of the house.

"'You blasted, blear-eyed dogfish, how's she behavin'?' he roars to Ben Garland, who had the wheel.

"'She's not behavin',' Ben fires back at him. 'She's got more sail on than any mortal vessel should.'

'But this is no mortal vessel—she's the devil's own, and I'm the devil's own boy, and you're one of my crew. And the Old Boy'll stand by his own, never you worry', and more of that kind of talk, and then, crawling over to the main riggin', and happening to look to wind'ard, he

spies for the first time the Grenada, a fine vessel which had come upon us during the afternoon.

"He begins to swear at her and at her skipper. 'There he is, Bob Miller, the dog's whelp, who took my brother away from me', and then from cursin' Miller, began cursin' the sea, and back again to the Grenada and Bob. 'But I'll head him off—I'll head him off. I know the little spot he's beating up for, and I'll be there and have a dory over afore him.'

"And the wind kept comin' harder, and everything aboard her under an awful strain. There were queer lights on the water and her sheets were like iron bars. 'Skipper,' calls whoever it was to the wheel, 'if you don't take something off her soon, I'll cut.'

"'You cut and I'll cut you—cut your blasted head off.' But t'warn't blasted nor no such mild word he used, but a word to make a man's blood run cold. 'Go forward, you milk-and-water son of a she-wolf, and let a man take the wheel. Cut, will you? Cut? Not if her trucks was rolling under. Go for'ard.'

"With him in that state of mind we ran onto the grounds and alongside the Grenada, which being a big sailer, a lot faster than the Jonathan, was there hours before us. It was a wicked morning. The Grenada was hove-to, waiting for it to moderate before putting a dory over. Jed Stevens ran the Jonathan up under the Grenada's quarter and hailed. Everybody came on deck at his voice. Jed's young brother, Mark, I mind, was there.

"Mark called out, 'Hello, Jed!" for with all his brother's backslidings he couldn't help having some affection for him. But Jed didn't notice him, only began to swear and blaspheme at Miller.

"'And so you're afraid to put a dory over? And there's owners that give your kind a vessel, Bob Miller? Well, I'll show you up—right now'. And, 'Windward dory to the rail!' he orders.

"Over on the Grenada, as we could see, Miller could hardly believe it; but seein' our dory to the rail, he began to get nervous, for, you see, the partic'lar spot—the Gully 'twas called, new discovered then—was full of halibut, and whatever skipper got their trawls out first would get the fish in the first of their hunger. There was the good fishin', and besides that no crew of men goin' fishin' likes to stand by and let another crew shame 'em. And no skipper is goin' to stand by after bein' dared as Bob Miller was by Jed Stevens. No, sir, he warn't goin' back to Gloucester and have that said about him. So Bob orders a dory to the rail, too. Through the mist we could barely see him, we havin' drifted away some by then, but bein' to looard we could hear his voice.

"We hoisted a dory to the rail and Ben Garland threw in two skates of trawls. Ben's and my dory it was. Over went the dory and with it Ben and myself to the rail, him to the stern and me to the bow falls, waitin' for a chance to leap into it. Ben leaped and I leaped. And then came a roar, and over us like a tidal wave tumbled what I thought was the whole blessed ocean. Up against the side of the vessel went the dory, smash! Across the rail of the vessel the sea hove me—close by the main riggin', which I grabbed and hung onto till the crew helped me aboard. I was the lucky man. Two of my ribs stove in, but I didn't know that till later. But not so Ben. 'Peter's all right, but Ben's gone!' I heard somebody call out. The next thing I heard the skipper yellin': 'No, he ain't—I got him'! And, sure enough, he had gaffed in Ben as he was goin' by the quarter. Even as we looked, Ben, with the skipper's help, was climbing over the rail. 'Didn't I tell you the devil takes care of his own, Bennie?' the skipper was sayin', and began a new blasphemin' to make your blood curdle.

"Suddenly somebody yells, 'Let the main sheet run!' I looked and saw the squall, and, knowin' what was meant—that she'd never stand with the mains'l taking it full, that she'd capsize or else take the spars out of her—with a couple of others I jumped aft, all of us roarin', 'Your main sheet, Skipper!'

"The skipper, still blaspheming, didn't make out what we were so excited about, and when I rushed for the sheet, and he saw what I would be at, he grabbed me. And then we had it, the pair of us wrestlin' for the sheet. His hand was to my throat and my fingers to his windpipe. I mastered him and was about to cast off the end of the sheet when it came—a blast of wind and the followin' sea, and over she went on her beam ends.

"We considered ourselves gone then and rushed up to the wind'ard side of her to hang on to what we could and for as long as we could before she went down. And while we were clingin' there, some in the fore and some in the main rigging, Ben and myself on what part of the wind'ard quarter was out of water, the skipper all at once grabbed my arm. I c'n feel the grip to this day. 'Peter, Peter, look there and tell me d'you see it, too! Maybe it isn't so, Peter.' He was crouched over the rail, his body shrinkin', and one hand up to his head as if he was afraid something was going to strike him, and what I could see of his face was the color of one of the gray seas that was hissing around us in the queer light of that wicked morning. And he took his hand down and looked again from the vessel, searching the crests of the nearest seas to wind'ard, and we looked where he was lookin', and there was nothing. And we said, 'Where, Skipper, where?' and looked again, and that time we saw what it was—close by the vessel's side now. Driftin' by under her counter, under our feet almost, it was—the dead body of Mark Stevens, the eyes from out of the dead face staring up—God, yes—at his brother, as if reproaching him. 'My judgment!' says Jed, that

(Continued on next page.)

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time not even raising his voice. Man, 'twas awful, and as we looked it drifted off astern of the vessel and sank slowly...slowly...from out of sight—if you can imagine a body sinkin' that way and at the same time bein' buffeted about by the sea. Lookin' farther, we saw what was left of a stove-in dory atop of another curvin' sea, and we knew what had happened. They had tried to launch a dory same as we did. And what nigh happened to Ben, my dory-mate, was what did happen to Mark Stevens, and our vessel bein' close by and to looard of them, his body was tossed down to us."

The Italian bark had come to anchor, and Peter had to stop to admire her. "A handsome craft that—aye, a noble vessel. Why don't we have fleets of those under our flag? And twenty thousand tubs of salt I hear she has in her. And there!—Jed Stevens'll probably take his salt from her—four hundred tubs he gen'rally takes. And when he's wet four hundred tubs he'll sure have some fish in her hold." Peter paused while he glanced down to the Julia Haskins, in whose stern was now her skipper, standing with hat off, gazing to seaward.

Peter's eyes shone with pity. "I've seen him stand there and look out like that a hundred times. And always quiet, just like you see him now, and as if wonderin' at something or other, or fearful of something or other. Maybe you noticed awhile ago that he never looked over the side of the vessel after that cask of beef sank almost under his feet? That's because it went down under her port quarter. At sea he won't even heave the lead from her port quarter—he'll bring her on the other tack before he'll do that. It was under her port quarter he saw his brother's body drifting. He'll look far away and off from that quarter, but never down and under her counter."

"And he don't blaspheme any more, Peter?"

"Blaspheme! I don't believe he ever thinks of blasphemin' now. No milder-mannered, nor more temperate man sails out of Gloucester today. Queer how human nature works, isn't it? I used to think that long before this he'd be back to his old ways, but he never has. But let me see." Peter directed his glasses toward the horizon. "That one standing in—it is the old Grenada—the Grenada. She sailed five miles to the Jonathan's four that passage out, spite of the sail we tried to carry. And took us off—lassoed us off the deck of her afore the Jonathan sank that morning. Let me see—seven weeks on a halibut trip—'bout time she showed up. No, Jed don't even swear any more. But man, man, what a tough lesson he took afore he came to it!"

And that is the story. As I said, I don't know who wrote it; but he was a master of dialogue and a first-class story teller. A potential Jack London.

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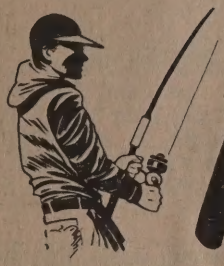

The FISHERMAN

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East End Report

by Stu Miller

MONTAUK

Codfish continue to be taken by the **Viking Fleet** with 12-year old Jim Murray of Englishtown, NJ taking 6 cod on Friday.Saturday was poor due to high wind conditions, but Sunday was gangbusters again according to skipper Capt. Paul Forsberg. Twenty cod was the reward for Dr. John Shepard while Tony Kazzmarzzyk of Wading River hoisted 27 cod. These fish were 5 to 12 lbers. The pool fish went 25 lbs. Paul says it was just a very good day, the best day in a long time with action at Southwest Ledge. Sailing schedule is now Saturdays, Sundays and Wednesdays. See ad for details.

Captain John Potts of the charter boats **Blue Fin I and IV** sailed four days this past week with only Sunday being a charter. Monday's catch was 24 bass. Tuesday the blackfish tally was 300 lbs. which consisted of about 40, 6-8 lbers. Wednesday's catch in three hours' fishing was 4 stripers just prior to the storm. Sunday's charter fishing SW Ledge scored with 60 blackfish totaling approximately 350 lbs.

Captain Ron Grandinetti and buddy Ed Beneduchi had 83 blacks from 4 to 8⅓ lbs. and 17 cod up to 12 lbs. fishing SW Ledge and Cartwright Sunday.

SOUTH FORK

Captain Artie Lach on the **Wilhelric II** called to say that the blackfishing is still continuing in an unbelievably fantastic pace, so much so that he will be sailing again this Saturday and Sunday, December 4 and 5. This past Saturday's trip was a bust with the severe northwest winds, but Sunday saw tremendous blackfish action with lots of big fish caught. John Massaro of Williston Park had 7 blacks including the 12¾ pool winner. Pedro Loran, LIC, was tickled pink with 25 blacks up to 11½ lbs. Frank Gatto of Eastern Anglers walked off with a bursting bag containing 22 blackfish to 10½ lbs. Just two drops were made the whole day and the gaff never stopped from the time the "lines down" signal rang. Artie said an estimated 600 blackfish were caught Sunday and the tide was not even prime. Next week's will be an optimum tide. Three mates cleaned fish from 1PM to 7PM. Gary Malenovsky of the DEC was on board and said it was the best day's fishing he's ever had, said Artie. Fish were all over the place. Best action was at Mad Dog Reef.

Bill Kovack with a 51 lb. cod, Alex Eser Jose with a 31 lb. pollack, Stu Forman and his 44 lb. cod and Walter Bohnenberger with his 50 pounder, all caught on a Nantucket wreck trip aboard Montauk's "Viking Starship."

This party, headed by Mark Hernandez, decked a pair of "mini giants" weighing 225 and 206 lbs. while on a Montauk trip aboard the "Adios."

South Shore Report

by Fred Golofaro

While many anglers were distracted by "Turkey Day," deer hunting or holiday shopping, some boatmen did catch fish over the Thanksgiving weekend.

Flounder are still a worthwhile target in the bays although fishing in the eastern bays is now severely restricted by the closing of fishing stations in this area. There wre some confirmed catches of good size flatties in Great South Bay prior to the weekend and some flounder action in the western bays as well, though few fishermen are trying. The big news from this area concerns the open

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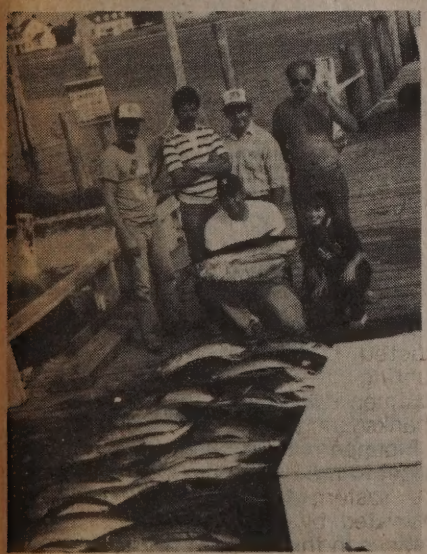

The Pepas party had a super day aboard the Montauk charter boat, "Bluefin IV" back in August. Twenty-eight true albacore up to 40 lbs. were trolled during the day.

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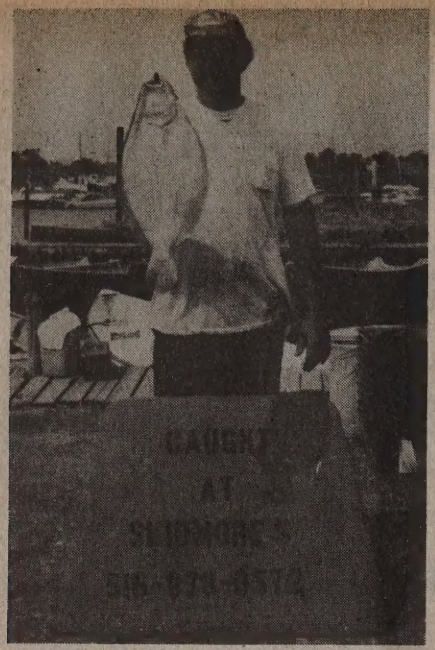

Dave Roys caught this 5 lb. fluke back in August while fishing out of Skidmore's Fishing Station in East Moriches. It was taken on a Salty Dog tipped with a strip of squid.

bottom codfishing which got rolling on Sunday over a widely scattered area south of Fire Island. All signs indicate that this action may finally be ready to break loose after a sputtering start. Most skippers blamed the above average water temperature for the slow start.

Among the **Captree** open boats that stuck out wreck fishing through the weekend was Capt. Charlie Kennedy's **Capt. Joseph II**. The skipper ran off to the SE and sat on one of his favorite wrecks Friday and Sunday and was well rewarded with some good cod fishing and blackfishing. Of Friday's fishing, 70 cod, most in the 6-15 pound range with a few larger came aboard. Wayne Tweedy and Bob Pace teamed to take 13 cod along with a load of blackfish. On Sunday, 12 fares took between 60 and 65 cod along with a mess of big blackfish to 9 pounds and a few big blues (yes, blues) to 18 pounds. Don Farrley and his brother-in-law Fernando, both of Bay Shore totalled 16 cod and a pile of blacks. The pool winner, a 38 pounder, was taken by a West Islip angler by the name of Phil. He had 6 other cod as well. The skipper was encouraged by the showing of fish on open bottom reported by other boats over the weekend and said that it can only bode well for future fishing.

Aboard his **Captree Queen II**, Capt. Gordon Roman spoke of a pick of cod until Sunday when he saw the first good signs of open bottom action. Gordon did his fishing south to SW of Fire Island Inlet in 90' of water. Ten fares had 20 cod with all of the fish over 18 pounds with the exception of 3 The largest of the day was a 35 pounder. Gordon noted that there has been a noticable downturn in the number of dogfish.

Capt. Speedy Hubert of the **Speedy Fleet** was encouraged by the upswing in open bottom codfishing. While he stuck to the wrecks on the weekend with fair results he knew by radio chatter that private boats and other open boats did a good job in 85-100' of water on Sunday. Also, the open bottom fish are ranging anywhere from 12 to 35 pounds which is bigger than most of the fish being taken on the wrecks in recent days. The skipper plans to stick primarily to open bottom from here on in while putting in an occasional shot on the wrecks.

Ski Kochanski of **Augie's Bait and Tackle** in **Babylon** relayed word that open bottom cod finally took hold for private boatmen on Sunday in 90' of water south and SE of F.I. Inlet. Ski thought that nearly everyone who sailed on Sunday managed at least some fish with the average catch per boat being 5-6 cod. Some of the better scores put away 20-24 of the new arrivals. Typical of Sunday's scores were the Babylon Tuna Club boat Blue Water with a half dozen cod from 10-20 pounds along with one soaker of 32 pounds. Ski knew that there was some decent flounder action prior to the weekend on the Bay Shore and Babylon clam flats and off of the sewer plant at Bergen Point. Best fishing was on incoming water with the peak near the top of the tide. Augie's will carry worms as long as the weather holds and worms are available.

In the **Seaford** area, Lon Wanser of **Wanser's Tackle Shop**, said that it was real quiet in the shop this week. The only fishing news concerned some second hand reports of flounder in the usual deep water spots such as the 2nd and 3rd bridge, Four Corners and Merrick Point. Clams or worms and heavy mussel chum is the key. Lon figures the flatties will be there as long as people are willing to make the effort.

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Western South Shore Report

by Stu Miller

WEST END BAYS & INLETS

Capt. Al Lindroth of the **Capt. Al** advises he's been catching some cod every day he sails and that he is staying with his pet wrecks and private lumps. On one drop, 20 fish

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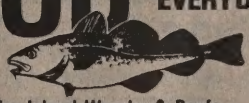

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were hoisted by happy fares. Sunday's pool winner was Pete Serro of Franklin Square with a 35 lb. cod. On Friday, a 42 lb. pool winner bounced on the deck for Bronx angler Rich Newbayr. Friday's high hook was 4 cod. Scott Philips was high hook with 14 cod one day during the week. Sunday marked a decided improvement in the fishing with every drop producing fish.

Capt. Richie on the **Starstream II** has been getting cod on every trip and it seems to be more fish every day as the season moves along. The boat is working both wrecks and open bottom and Rich feels there are more fish now on open bottom than on the wrecks. A 33 lber was the largest cod of the week. The doggies are thinning out and there are still a few sea bass on the wrecks.

Aboard the charter boat **Nan-Sea** on a busman's holiday the skipper and Greg Nisito of Shakespeare hoisted 24 cod to 30 lbs. fishing 90-95 feet of water. Six of the fish were in the high 20s and fishing was on clam bait, working open bottom.

The **Miss Freeport II** has been getting some open bottom cod this past week and weekend and just a few fish on the wrecks. Fish are mixed up to 20 lbs.

Ronnie at **Sea Isle Sports** advised that various private boats have been getting decent catches of cod fishing 80 feet of water, 160° out of Jones. The trick is to get through the doggies.

The **Capt. Lou Fleet** found the flounder action picky this week but there were still some decent mornings and afternoons. Biggest fish of the week was a 2½ lb. flounder. Mike says the CL III will be codding Sunday sailing at 6:30 AM.

Aboard the **Blue Fin III** Sunday high hook was 53 blackfish for Mike Nicoletti. John Robinson had a 10 lbe. which was largest fish of the day. Low hook of the day was 25 fish, all on green crab.

Over in Pt. Lookout Capt. Walt Speck of the **Miss Point Lookout** told of a very eratic week on the flounder. Monday morning's trip was "okay"

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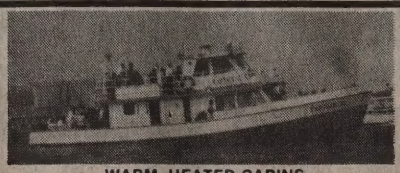
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with Ed and Emma bagging 26 flatties and Ed Rosenblat 18. Tuesday morning was picky but George and a nephew had 17 fish. The afternoon trip was decent with 12 flatties for John Bremer and 19 for Steve Coleman. Wednesday and Thursday mornings trips were tough. The boat's cod trip Friday in very rought seas saw a couple of cod taken plus some sea bass, blues and blacks. Saturday was picky in the high winds. The afternoon's high hook was 9 fish, while Sunday's morning trip was good with 9 fares totaling 150 flounder. Joe Sipos, Valley Stream, bagged 15 while Tom Susko was proud of his 20. Nice run of fish said the skipper with lots of 1-2 lbers. The ebb has been best this week. Walt says the boat will continue to flounder fish as long as the fish are still around and the people come down.

The charter boat **Marie III** on Sunday fished Double T Fishing Club, totaling 26 open bottom cod for the 13 men aboard. Pool honors went to Steve Kierney of Massapequa Park with a 24 lber. Courtney Fernandez of Massapequa, age 15 was high hook with 6 fish. Action was southeast of Cholera in 90-100 feet of water. A lot of fish broke off. This was all on clam bait with heavy chumming, employing the long established "sit and wait" methods.

NEW YORK BIGHT

Word from the **Flamingo III** is that the striped bass fishing has been good all week, catches averaging 30-60 fish a day. Twenty fares had 45 fish Sunday. Saturday's total was 32 bass for 12 men. Fish are running 3-8 lbs. with 10 and 12 lbers. taking the pools. Diamond jigs with teasers have been working better than Nordic eels this week.

Blackfish specialist Capt. Tom of

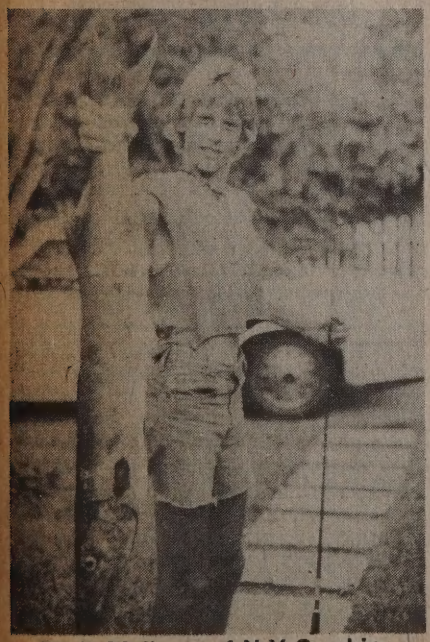
On the party boat scene, Pete Pearson of the **Klondike VIII** from New Rochelle saw an upswing in blackfish action over the weekend on the reefs of Stamford and Norwalk. A small crowd enjoyed action on mixed sizes of fish on Sunday. Pearson will be sailing on weekends until the East River or the harbor freezes and will add a Wednesday trip if whiting or codfish action picks up in the near future.

Dom Cerbone told us that the **Apache** from City Island finished up strongly on Sunday with 26 fares who took 10-15 tautog per person in 70-75' of water. Apparently the north winds haven't chased the blackfish yet, although there are now a lot of smaller fish mixed in.

Jerry and Bob Cedar at **Huntington Prop** still haven't given up on the bass, but they are reduced to looking for stray schools. They advised flounder anglers to try the Yacht Club or Huntington Bay for some larger sized flatties. Duck Harbor was also mentioned, but reports are sketchy. Billy Collins at **4 Winds** suggested the Coast Guard Station inside the bay for flatties above a pound. Although bait is becoming scarce, many places like 4 Winds have plain and dyed clams. Those who need worms had better buy pitchforks at local hardware stores, says George Valentine.

The last boat reporting was the **Packy IV**, which pulled five bass and returned seven on Monday. Keepers were all 2-3 lbs., and Packy and Billy Collins have now picked up for the season.

Bass anglers still find bass at Lilco and expect better fishing in the warm water discharge from now on. White perch are there already. Flounder fishermen around Nor-



Chris Mailman of N.Y.C. whipped this big barracuda on light tackle while on a visit to warmer climes. Subscriber photo.

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EDITORIAL: *On Preserving Northwest Harbor*

(Continued from page 2.)

had the foresight to buy the land many years ago. Indeed, it must be the responsibility of state, federal and local governments, acting as our collective agents, to secure valuable wilderness and near wilderness territory for the protection and conservation of habitats and wildlife as well as the safeguarding of estuarine productivity.

Surely development of this acreage will mean its biological destruction. It isn't too late. The state and town can still prevent the development of this land. We still have the opportunity to preserve it for future generations. All we need to do is declare its value and then block any attempts at development. We urge the town and/or state to purchase this land to guarantee it will remain unchanged. So much of Long Island's estuarine waters have been polluted and altered that we simply cannot afford to let another parcel slip away.

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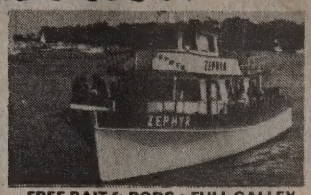
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Bea Keller trolled this 9½ lb. weakfish along with 5 school stripers in Jones Inlet back on Oct. 16. Subscriber photo.

the **Pilot II** has been having a super blackfishing week with fares getting 35-40 blacks a man on the average with a few cod mixed into sthe boat's catch as well. A few ling are also being hoisted and most days just one drop is all that's been needed. Fish are running up to 10 lbs. on green crabs and Tom has been working the Jersey shore.

Amberjack V sailed its offshore cod wreck trip on Saturday and fish were caught on a wreck 50 miles due south of Sheepshead Bay. Cod, ling and blacks were included in the catch but the boat was forced to return early due to extremely severe weather and sea conditions.

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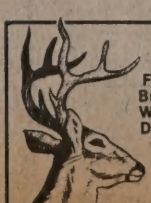
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North Shore Report

by Marty Garrell

Vicious northerly winds and cold air temperatures cooled the Sound down to the low 50s by Thanksgiving Day and put an end to the bass fishing. Blackfish action persists in deep water, however, and flounder remain strong for inshore anglers.

WESTERN SOUND

John's Gun & Tackle was still selling worms for flounder anglers who fish harbors and jetties in the New Rochelle area. **Jack's Bait and Tackle** on City Island closed Sunday for the season. Jack Rumpf, the proprietor, noted that there were lots of tomcod and flounder in the shallow waters of Eastchester Bay.

Dave Watt at the **Glen Cove Sport Shop** said that shore anglers in the Crescent Beach area finished up on small bass early in the week, and that there was no news from trollers after Thanksgiving. Flounder are still around in all the local hot spots and sandworms are best producers.

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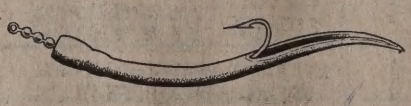
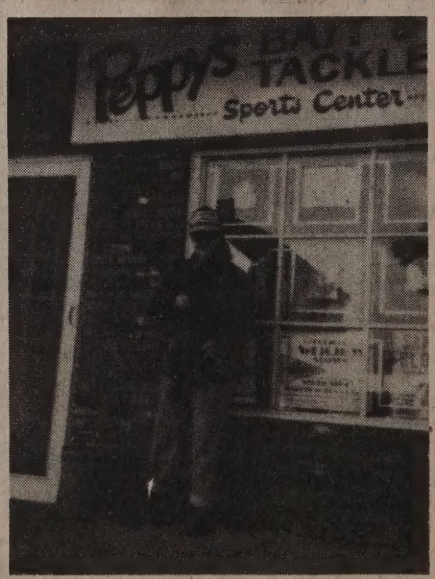
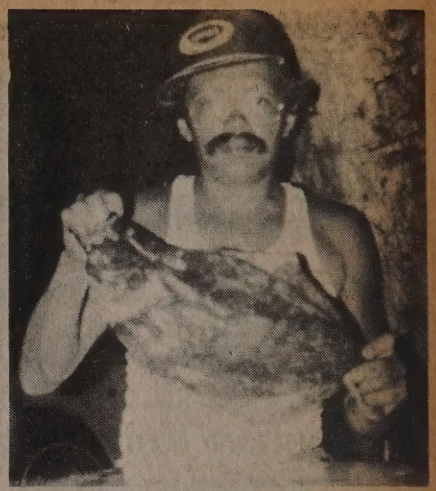




Marie Koneelik shows the 2¾ lb. flounder she caught off of Heckscher State Park on clam bait. The big flattie was weighed at Peppy's Bait and Tackle in East Islip.



Louis Aponte, Sr. counted this fine fluke among a catch of 20 others, along with a couple of blackfish. Scene of the action was Shinnecock Bay. Subscriber photo.

thport can buy their frozen skimmers from **Bowman's.**

The only place reporting a flurry of bass action during midweek was **Dick's** in Mount Sinai. Dick Brown saw one 18 lb. linesider taken off the beach before dawn. **Ralph's Fishing Station** advised anglers to try the harbor for flatties now, and said that there was still a half flat of worms available this week. Setauket and Port Jefferson harbors were suggested as flounder areas, too.

NORTH FORK

George Paris at **Warren's** in Aquebogue had no reports of bass after the pre-Thanksgiving blow when Sound surface waters plummeted to 44° F. The station expects to carry worms for flounder fishermen for yet another week. The Peconic creeks and bays, especially Indian Island, were still attracting a few fishermen.

The **Port of Egypt** in Southold has closed the station, but anglers who need bait should stop at the marina and ask for it. The Liebleins have some crabs and frozen bait for those diehards who want to try the flounder and blackfish off Orient. A few marina boats are still in the water.

Due to adverse weather reports, the **Blue Albatross** did not sail over the weekend, but John Rainis expects to finish the season with trips on Monday and Tuesday this week. Rainis last sailed on November 22 and had an excellent day off Fishers Island with blackfish in 45-50' of water. The boat also ran into mackerel schools, but found no codfish on the North Side of Plum Island. Rainis wants to thank all customers for a nice season and a good year. He was encouraged by the excellent late season fishing and hopes to pursue that action again next year. He'll be starting on flounder on or about April 1.

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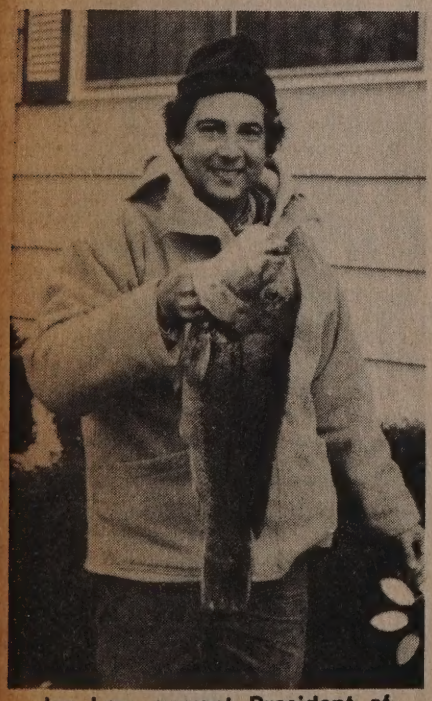

Jay Lev, current President of the Squadron Anglers, set a new club record for blackfish with this 11 lb. bruiser. It was taken along with 30 others near buoy 11B in L.I. Sound. Subscriber photo.

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FISHERMAN'S CLASSIFIED

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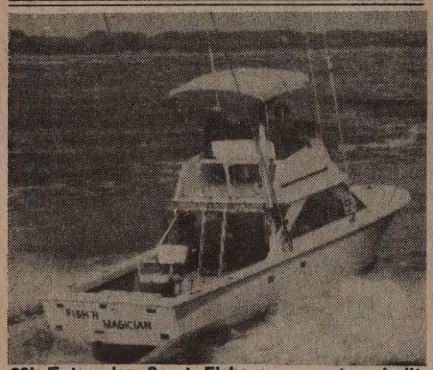
BOATS & MOTORS

BOSTON WHALER Outrage. 81 150 h.p. Evinrude, teak console, full canvas. Dual batt., Si-Tex Rec 32E, VHF, CB, full inst. Tandem trailer, winch 912. Mint. 516-271-0226.

17' GLASSPAR in very good condition. Excellent as bay fishing boat or for skiing. 1971 Johnson Seahorse 85 h.p. Engine needs some work. $1200. Eves. 981-0384.



28' Enterprise Sport Fisherman, custom built, 1977, Fiberglass, dual stations. Fast & economical. Cruise 20MPH at 12 GPH, recorder, legal head. Fighting chair, fish box, outriggers, 2 new batt., 350 Chris Craft power. $19,900. Days 516-737-0505 Eves: 516-588-4449. Hal Smith.

MC KEE CRAFT 1974 14' w/40 h.p. Mercury. All fiberglass, full flotation hull, new console steering. Excellent plugging boat; good cond. $2,200. 914-381-2736. Lower Westchester.

1982 WELLCRAFT 18' Fisherman, Johnson 115 PT&T. Warranty April '83. Sacrifice $9400. Days: 212-823-9100; Nites: 914-636-0584.

STARCRAFT 18' Mariner, center console. 70 h.p. Evinrude. Galvanized trailer. 15-yr. warranty. Loaded; mint cond. A steal at $4495. DAVE BOFILL MARINE, 516-283-6736.

31' BERTRAM Sportfisherman, 325 twin Mercruiser, FWC, tower, pulpit, gin pole, enclosure. Full electronics; fully equipped to fish. Too much to list. Mint. 516-668-2500.

25' CHRIS CRAFT 1974 center console, twin 140s, VHF, Loran C, $14,000. 26' Bonito 1970 single 350 Ford 1980, $11,000. 1975 Wasque 26' single 250 Chrysler, FWC, equipped to fish. 33k. 1969 Bertram 31' T 325 Mercs, FWC, tuna tower. Loaded, 55k. 22' Chris Craft 1975, factory new 350 Chris Craft 95 hrs., Loran C, VHF & more. $12,000. DAWN STAR YACHT BROKERAGE at Montauk Marine Basin, 516-668-5900.

25' MAKO 258 w/cuddy, 235 Evinrude, Loran, VHF depth recorder, out/downriggers, fish wells, bait well. Fully loaded w/extras for offshore. Between 4 & 7 PM. 931-7113. Financing available. $24,000.

1981 MERCURY 25 h.p., long shaft, electric start, control box. Less than 10 hrs. $1150. 516-536-2382.

WANTED: Small boats up to 28'. Must be reasonable. 516-472-9503.

1965 ZOBEL 24' Skiff. 1978 230 h.p. OMC. Full electronics. Plus many extras. Immaculate in & out. Must see; will Demo. Asking $6500. Call Capt. Ray, 212-738-3104. After 6 PM.

Excellent 6-man Charterboat & business. 1969 38' Uniflite. Soup to nuts: encl. live fish well, auto. pilot, Loran C, VHF, Gray line recorder & radar. Twin 235 HT 160 h.p. Perkins diesels, just 3-yrs.-old. Documented. Encl. hardtop FB, anchor, winch, spare shaft & props. $50,000 Firm. After 6PM. 516-623-6656.

Leftover new Grady-White Tarpon 18' 11''. Bow rider w/Navy top, side & aft curtains, 115 h.p T/T. Complete pkg. ready to go. $11,960. Leftover new Grady White Bimini 22' walkaround cuddy, 150 h.p., T/T, top, side, drop, VHF, chart recorder, Pompanette rod holders. Many more extras. Turnkey & go. $18,300. Leftover new Grady White 22' Seafarer walkaround cuddy, 235 h.p., t/t, radio & depth finder. Many more extras; ready to go. $17,977. 1982 Grady White Tournament, 22' bowrider, overflowing w/extras, 170 h.p., OMC V6, I/O, N/T side drop helm cover. 80 hrs. $19,450. EDDIE'S MARINE, 210 Beach 2nd St., Far Rockaway, NY 11601. 212-327-3168.

26' STAMAS Sportfisherman, Twin V6 I/O, VHF, depth finder. Many extras. Yard maintained. $13,000. Days: 516-289-1300.

17' 1978 BROWNING Mustang 90 h.p. Merc. Fully equip. Must sell. Excl. Cond. Must see. 516-541-1719.

MUST SELL: Boat/motor/trailer. 17' Cobia, 1980 Johnson 60 h.p. TeeNee trailer w/power winch. $2950. 234-8729.

19' GRADY WHITE w/cuddy. 115 h.p. Evinrude. Loaded w/extras. Now docked in Westhampton. Excl. cond. After 6PM. 212-532-2401. $4900.

FOR SALE: 1978 MAKO 21 & Evinrude 200. Boat has fuel-saving Bennett trim tabs, standing post, some canvas, bilge pump. V bottom provides smooth ride thru big seas. Full elec. optional. Motor fitted w/ new power head this year. Call Al Ristori, 201-334-8059 or leave message at Star Island Yacht Club, Montauk, 516-668-5052. Demo rides available this fall.

SHAMROCK KEEL DRIVE—20' & new 26' gas or diesel; 3 models. Also Mako & Cruiser, Inc. Demo avail. Used 20' diesel, $13,995. SOUTH SHORE BOATS, 516-288-2400; 516-728-0922.

1977 SPARTAN Galv. tandem 21 boat trailer, 3500 lb. capacity, 812C power winch, bearing buddies. $1000. 516-724-1702.

1976 26' WASQUE 250 h.p. Chrysler. Dual controls; C-Loran w/remote, digital & Si-Tex recorders, CB & VHF radios, soft top w/drop curtain & rear cover. Spare prop, outriggers, saltwater washdown. 516-668-3414; 212-767-0646.

1981 REGAL 24' Sportfisherman. Cuddy cabin, Bimini top, 4 cyl. 170 h.p. Merc I/O, VHF, CB, Si-Tex Recorder. Trailer. Low hrs. Many, many more extras. $12,300 Firm. Like New. Call Hugh Chancey, 516-368-2213.

SEA OX on the North Shore: 17', 20', 23', Walkaround Cabin & Center Console. Also commercial. Good value; great ride. GLEN COVE MARINA, INC., 76 Shore Road, Glen Cove, NY 11542; 516-676-1377.

1982 21' MAKO Deep V. Like new 175 HP Evinrude. Very low hours. SS Prop; full canvas, white line recorder, VHF. Many extras. $13,000 Firm. 516-725-2885 Eves & Weekends.

19' SPORTCRAFT Cuddy, F/G. Combines comfort & lrg. uncluttered cockpit for fishing. Good cond. Complete w/65 h.p. Evinrude in excl. cond. Very economical rig. Compass, CB, chart/flasher, trailer. $3900. 516-223-6135; 516-868-2391.

19' Fiberglass Sea Star Cathedral Hull, 85 h.p. Evinrude. Galv. trailer; new Stoltz rollers, axle & steering. $2150. Eves. 516-935-9063.

1980 OCEAN Yachts 42, 6-71 tis, loaded, full elec.; lo hrs; immaculate. $189,500
1981 Robalo 25 w/twin 150 Mercs. SS props, T-top, canvas, elec. trailer, $25,000
1980 Topaz 28 cuddy, twin diesel, tower, radar, etc. $59,500
1961 36' Egg Harbor SF, twin diesel, radar, etc. Fully overhauled engines & hull. $25,900.
1976 Cruisers, Bar Harbor, 25 w/233 Merc. $7900
1976 Mako 23, 225 OMC I/O, VHF, Loran, recorder, full canvas, warranty. $9900
1979 28' Performer, custom center console, T-top, twin Renault diesels. $34,900
1976 Topaz, 28 center console, twin 233, tower, etc. $25,900.
1976 Topaz, 28 center console, twin 225 Mercs., tower, etc. $25,900
1982 Custom Grover 28 loaded, teak deck, radar, Loran, etc.; single diesel, $56,000.
Financing available. ATLANTIC SPORTFISHING, 201-899-1800.

AQUASPORT 17'-28'. Exclusive L.I. Dealers. STRONG'S MARINELAND, Rt. 25, Mattituck; 516-298-4020. Long Beach Marineland, Long Beach, 516-889-5000.

EVINRUDE MOTORS—Price us last! 4hp, $395; 35hp-$1250; 150hp, $3590, etc. Engine & boat storage also avail. AL GROVER'S, 516-FR 8-0510.

25' Chris Craft 1974 center conole twin 140s, VHF, Loran C-$14,000; 26' Bonito 1970 single 350 Ford 1980-$11,000; 35' Bruno & Stillman 1981, single 3208 T. Loaded-$90,000; 19' Glastron 1979 195XL Bowrider, single 305 w/trlr-$9000. 26' Bonito 1972 w/1983 30 Merc. FWC, tuna tower, Loran C, VHF recorder-$37,500. DAWN STAR YACHT Brokerage at Montauk Marine Basin, 516-668-5900.

51' HEAD/Charter Boat: 6-71 Detroit, radar, recorder, VHF, heat, CG Cert. 42+2. Very clean & well equipped. $25,000. 516-731-2108.

EVINRUDE

NEW 1982 EVINRUDES 1982
2-$290; 4-$438; 4.5-$560; 7.5-$690; 9.9-$882; 15-$980; 25-$1160; 35-$1310; 40-$1400; 55-$1828; 60-$2100; 70-$2295; 90-$2700; 115-$2840; 140-$3425; 150-$3650; 175-$3900; 200-$3975; 235-$4200. ELECTRA MARINE, 610 Merrick Rd., Lynbrook, NY 11563. Scott & McCulloch parts. FOB/H. WI. 516-599-3003. We ship anywhere.

1977 21' Mackie cuddy cabin. Sleeps 2; 198 h.p. Merc. I/O, power trim, VHF, CB, depth recorder, 51 gal. tank, CG pkg. Full canvas, dual batt., 3-way switch w/lock & more. $7500. With E-Z Loader Trailer $8500. Ready to go. 212-639-6135 Eves.

23' MAC KENZIE Bass Boat, 225 FWC Chrysler, low hrs. Excl. cond. Must be seen. Extras. Asking $5500. Eves & Wknds: 516-728-3223.

1980 9.8 Mercury O/B. Excl. cond.; very low hrs. Best offer. Wkdays. 609-983-3096; Wknds. 609-597-6214.

MARINER

Mercruiser I/O. AUTHORIZED PARTS & SERVICE. Winterization & storage special w/this ad. New: 80-$2595; 48w-$1700; 40-$1300; 30-$1275; 9.9-$850; 5-$550. BAYHEAD MARINA, 212-525-5724, Rosedale, Qns, NY

21' T-Craft 140 h.p. Mariner 1980½, 1981 Shoreline Galv. E-Z Load trailer w/surge brakes. Ray Jeff white line flasher/recorder. New Teleflex steering. $6800. Eves. 516-775-8806.

1980½ 140 h.p. Mariner w/controls, cables & prop. Winterized; will demo. $2000 Firm. Eves. 516-328-1617.

1977 CRUISERS 21' CUDDY
175 h.p. Evinrude, CB, head. Sleeps 4. Icebox, PowerTrim, compass, auto. bilge. Full canvas; F/W sink. More. Will demo. Mint. $6700. Eves: 212-535-4741.

USED SPORTFISHERS
MAKO 17', 1980: 70hp Evinrude, fishbox seat, auto pump, rod holders, gauges, P/T aux. engine mount, CG gear. Excl. cond. $7600; Mako 20' 1982 150hp V6 Evinrude, SST Prop, gauges, VHF radio, Mecca chart recorder, forward hood, platform cushions, Ritchie compass, custom chairs, rod holders, auto. pump, SS steering wheel, S/S W/S handrail, CG gear. Like new. New warranty; dealer demo. $13,900; Mako 21' 1981: 200hp Evinrude, PT, fishbox seat, forward hood, drop, platform cushions, auto pump, rod holders, dual batt. system, S/S W/S handrail, gauge pkg, Ritchie compass, flasher depth finder, spotlight, $11,000; Aquasport 22' 1980: CCP 1980 150hp V6 Johnson, 55 Motorola VHF, 415 Mecca chart recorder, outriggers, stereo, CB, 6 rod holders, Ritchie compass, large fish box, tachometer, bilge pump, cockpit lights, Bimini top, dual cable steering, SST prop. $11,500; Mako 25' 1978: 235hp V6 Evinrude. Complete powerhead rebuild w/shop warranty, 15hp aux. engine, Horizon 78 VHF radio, Johnson 40 chan. CB, Lowrance 1500/Grey Line chart recorder, Aqua super cheater flasher, dual batt., SST prop, bunk filler & cushions, custom radio box, tackle box, aux. 38 gal. fuel tank, 122 gals. total, 4 rod holders, 1 chair gimbal, S/S W/S handrail, auto pump, deck pipe, Ritchie compass, forward hood, 1st aid box, box locks, gauge pkg., Baitwell kit, speedometer. Good cond. $15,900; Cuda 26' 1982: new Display model, hull only; ¼" welded aluminum, custom built center console model, 9½' beam, 100 gal. fuel supply, self-bailing decks, custom console. Unbelievable stability & economy. Can be pushed with a 150hp at 40MPH. Built like a small custom "Striker." $10,000. WHITE WATER MARINE, Sayville. 589-2502.

1982 VIKING 25' FB, 260 h.p. Mercruiser I/O, Mercathod, stainless prop., dual batt., auto. windlass, dual controls, AC/DC refrigerator, shore power, auto. batt. charger, swim platform. All safety equipment, APIRB, Loran, VHF, flasher/recorder, AM/FM/cassette stereo. Outriggers, downriggers. Many other extras. Must sell. $28,500. 212-456-9171.

SACRIFICE
1982 Aquasport w/walkaround cuddy. 235 Evinrude. Less than 40 hrs. Many extras. Real Steal. 212-327-1627/2293.

1979 30' SISU w/1981 200 h.p. Perkins. Less than 400 hrs. Set-up for sport fishing; 2 station steering, fighting chair, gin pole, outriggers, rod racks, etc. Full electronics. Make offer. Conn. 1-203-838-0503

MIRROCRAFT 1981 16' 6" Fisherman, steering console, depth finder, 1982 40 h.p. Mercury. Electric start, Galv. trailer. Like new. $3895. SOUTH SHORE BOATS, 516-288-2400; 516-728-0922.

28' GROVER 1980 6 cyl. diesel, Loran, VHF, Si-Tex recorder. Full stern controls. $29,000. After 7PM. 516-581-1042.

WANTED DEAD OR ALIVE!
Cash waiting for your unwanted Johnson or Evinrude outboard motor. Used parts available. 516-727-7473. Eves.

CLAMMER SPECIAL: Brand new 1982 55hp, 70hp, 90hp, 115hp, 150hp & 175hp. All with 20" shafts. Call for our low, low prices. SUFFOLK MARINE, 45 Willow St., Babylon, NY; 516-669-0907.

1980 235 h.p. Evinrude. New powerhead w/1-yr. warranty. Excl. cond. Asking $2900. 212-347-3852.

SEA OX 17', 20' & 23' - commercial, sport & walkaround. In stock. Any reasonable offer accepted. STEIN'S BOAT & MOTORS, 23 River Rd., Sayville, NY. 516-567-3313.

BOATING EQPT.

LAMINATED LORAN CHARTS & 6" emergency VHF antennas are only some of the interesting items for gifting the boatman this year. And check our selection of fine Swedish foul weather gear. HEINE MARINE ELECTRONICS, 250 Montauk Hwy, Islip. 516-581-0194.

ROSS Sportsman Fish Finder, paper recorder/flasher, with transducer. $200. 516-286-9093.

Over 50% Discount on FURUNO Loran C receivers. Big savings on Furuno & Raytheon Radars. Quantities limited. Sale ends when local stock is depleted. SEAWAY COMMUNICATIONS, INC., Lindenhurst, NY; 957-7171.

Winter Canvases up to 50% off. Winter storage from $6.50 a foot 19'-28'. 519 BOAT YARD, Copiage; 516-789-8789.

100% Stainless steel marine products: rails, towers, ladders, brackets, hinges, cleats, rod holders, shafts, struts, chocks, fasteners, pulpit. Custom & standard products avail. SEABRITE STAINLESS SALES CO., 63 Morris Ave & Hwy. #35, Neptune City, NJ 07753; 201-988-8818. Send $2.25 for complete catalog.

TRAILER HITCHES. The most complete Draw-Tite line of Class I & II hitches in stock in Long Island. Sales, installations & service. TOM CASH WELDING* Lake Ronkonkoma. 516-JU 8-6143.

BOAT TRAILER REPAIR. Complete w/all new galvanized parts. FAZIO MFG., INC., 87 Arlington Ave., St. James, NY 11780; 516-265-3036.

MISCELLANEOUS

Fantastic Florida Keys fishing. Duck Key Condo. Sleeps 4; fully furnished. Reasonable. 516-589-7005.

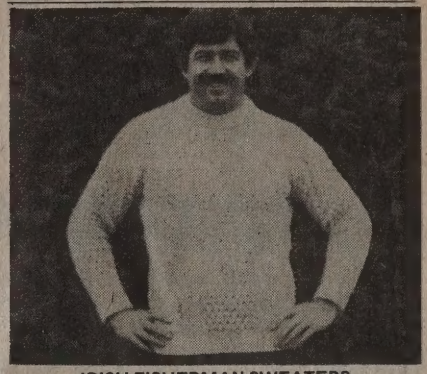
CASIO WATERSPORT WATCHES. The Perfect Christmas Gift. People who take to the water will surely take to this digital, on the deck of a boat or below the waves, this watch is water resistant to 50 meters/150' below the water. Features incl. stopwatch, hourly/half hourly time signals, daily alarm, calendar, micro-light for nite-viewing, 5-yr. Lithium batt. New Model W-24 now only $22.95. Model W-300 watersports incls. all features of the W-24. The W-300 is good to a depth of 100 meters & comes with a 7-yr Lithium batt. Now only $29.95. Model LW601C Ladies 50 meter watersport features daily alarm, hourly time signal, countdown alarm, calendar. Now only $30.95. Add $2.50 U.P.S. & hdlng. for each watch ordered. All watches come with a 1-yr. warranty from Casio. Send check or M.O. to: INTER-AMERICA TRADING CORP., 16 W. 22nd St., Suite 200A, Dept. LF-12, New York, NY 10010.

CB radio w/20 channels. All controls in hand-held mike which can be disconnected. Like new; no antenna. $30. Tom, 516-265-9368.

NORDICA Ski Boot, size 10½ M. Like new. $75 negotiable. Eves. 516-728-4671. Ask for Dave.

DISCOUNT MARINE SUPPLIES
Edmont Wilson Gloves, Monkey grip - $4.85; Helly Hanson Commercial raingear, full suit - $85; Sou'wester Hats - $5; 5 gallons Cupernal green - $68. COOPER'S GALLEY, Bay St., Sag Harbor, NY. 10-3 Daily. Closed Wed. 516-725-0661.

LIVE BAIT EELS
Available to retailers & fishermen at wholesale prices. $1.00 per lb.; 25 lb. minimum. Stock up now for fall bass run. 516-581-3563.



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Imported from Ireland. Authentic, 100% Irish woolen crew-neck sweaters. Used by Ireland's rugged West Coast fishermen. Known for their warming qualities. Regularly $110; NOW $68. Men's size 36-46. Allow 6-8 wks. del. Check or money order to: CELTIC ROSS INC, Box 410, Dept. F., Little Neck Sta., NY 11362; 212-229-2114. Shipping $3.

WANTED: Long Island Fisherman Magazine Volume 13, #49. Very important. After 7 PM. 212-994-7972. Fred.

SMALL CHARTERS, pleasure, cruising, sport, snorkel - 46' 1982 Hatteras "Perfection" or choose our lovely 34' Californian trawler Perfection II. Half, full day or weekly rates. Operating April-November from N.Y. Hudson Canyon, Coxes Ledge, L.I. Sound, Martha's Vineyard, etc. From November to March—Ft. Lauderdale, Palm Beach, Florida Keys, Bimini, Walker Cay, Uleuthera, etc. Everything imaginable; fully equipped—food, drink, tackle, bait, dive or make your own pleasure. Call CAPT. JOHN, 212-935-6082 or 305-583-5305.

EVERYTHING YOU NEED TO GET YOUR CG License to carry paying passengers. $46. Guaranteed. MARINE ASSOCIATES, Box 217N, Teaneck, NJ 07666. 201-837-8188.

Continued On Next Page

A GREAT GIFT IDEA! Solid cast metal fish belt buckles. Avail. fluke, blue, striper, flounder, tuna, porgy, shark, harpoon dart. Also avail. striped bass pin. $6.95 ea. Send ck. or M.O. to: P. MILLER, 150 Babylon Tpke, Merrick, NY 11566.

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Turn your favorite rods back to new. All types of rod repairs & wraps in stock. Custom built IGFA rods, 12, 20, 30, 50. Rods sold individually. Discounts on complete sets. Special orders accepted. 516-724-0478 after 6PM.

FISH COOKBOOK. Over 130 fish recipes for your local catch. Lies flat for easy reading. Also appetizers & veggies to serve with your fish. Send $6.95 plus NJ Sales Tax to: PISCES ENTERPRISES, P.O. Box 23, Bay Head, NJ 08742. TFN

FISH IDENTIFICATION CHART—shows 85 salt & fresh water species native to our East Coast. Lithographed in beautiful, lifelike color on heavy, coated stock. Suitable for framing, size 36"x24". Send CK or M.O. for $9.95 to: P. MILLER, 150 Babylon Tpke, Merrick, NY 11566.

PIPE SMOKERS—Natural Briar "Rejects." "Perfect" fishing pipe. $5 ppd. Pouch delicious Cavendish, $2 ppd. WESTWINDS, P.O. Box 201, College Pt., NY 11356.

FULLY LICENSED CAPTAIN—Available for charters, water deliveries, transfers, individual trips; boat handling instruction. 516-795-4498.

TURKEY HUNTERS/ Secrets Revealed! Rush SASE for Free Information. Dept. LIF, Box 451, Brooklyn, NY 11235.

CAPTAIN WANTED for Long Line fishing. Modern hydraulic equipment, fully equipped radio, etc. 212-852-6642/837-0025/948-0705.

TERMITE PROOFING: Low, low prices. All work guaranteed. Easy payment plan. Complete clean-out: roaches, mice, rats, etc. GENERAL CORPORATION, 731-7100; 293-1819.

Starting Jan. '83: "Fishing Buddy Service." Tired of fishing alone? Fishing getting too expensive? Send for free information. P. O. Box 121, Mastic Beach, N.Y. 11951.

Do greenflies & blackflies bug you & bite you & make an otherwise good fishing trip a nightmare? My new, patented fly killing "Stun Gun" lets you shoot them when they land or when in the air. No harmful sprays/chemicals. Gun is silent, small & light. Stows anywhere, plus you'll never run out of ammo! Fun, too. Sharpens your eye & reflexes. Send $9.95 to: P. MILLER, 150 Babylon Tpke, Merrick, NY 11566.

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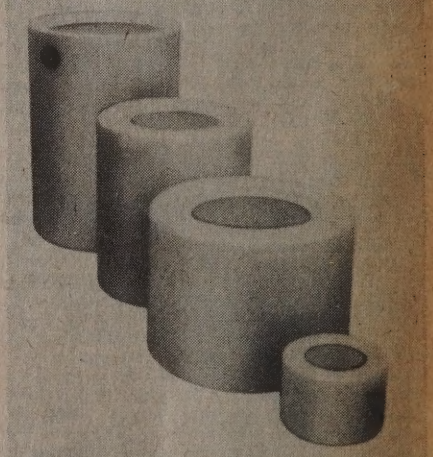
ANTIQUE & CLASSIC TACKLE for Sale: Will sell as complete pkg. or separately. True Temper model Perfect solid steel, square, bait cating rod w/speedlock handle. Very good cond.; very rare, circa 1947. Shakespeare "Marhoff" levelwind bait casting reel; good cond., circa 1947; Calcutta codfish rod w/detachable butt, over & under guide, over/under tiptop circa mid-30s; Split bamboo boat rod, detachable butt, extra lightweight calcutta tip, agate-red-guides on bamboo, s.s. on cal. tip, circa late 30's; Shakespeare double built surf rod, detachable butt, s.s. guides, very rare, circa late 30s;, Split bamboo surf rod, detachable butt, red agate guides, maker unknown, circa late 30s; Montaugue "Clipper" split bamboo 4½' 1-pc. bait casting rod, red agate guides, circa late 30s-early 40s, rare; Fiberglass surf spinning rod, detachable butt, "Crusader Glass," circa '52; Centaur surf spinning reel, skirted spool, mint cond. in original bos w/extra spool in its own container; very, very rare; Ocean City #993 squidding reel in original box, very good cond., circa late 40s; Ocean City #9020 Imperial levelwind saltwater boat reel in original box, good cond., circa late 40s; South Bend #30 Oreno freshwater bait casting reel w/original instruction folder, very good cond., circa late 30s/early 40s, model B, rare; Ocean City "Inter-State" freshwater bait casting reel, jeweled end caps, very good condition, circa early 40s, very rare; Shakespeare "silent Tru-Art" auto. fly reel, #1835, model HN, made during 1st yr. co. mfg. this model; good oper. cond.; "Rotaree" fly box by Bill DeWitt Baits, Auburn, NY, circa 40s, rare name; Old no-name S.A. metal fly reel w/level silk line on same; National Sportsman bakelit fly reel, H&I, Utica, NY, old, silk line. Call Jim at 516-581-9061.



LIVE BAIT WELLS, pumps & accessories. For free brochure send $.25 p/h. THE CADDY CO., 57 Bayonne Ave., Dept. E., Central Islip, New York 11722; 516-234-0144.

REAL ESTATE

FOR SALE

Keene, N.H.—4.2 wooded acres. Water & elec. access. Must sell. Asking $10,000. Call after 6PM. 516-725-3915.

BUSINESS OPPORTUNITY—Florida Keys Tackle Shop, includes 4 canal lots, large building, launch ramp, located on highway, quick access to Pennekamp Park & all fishing areas. Call 9-4 Monday-Friday, 201-840-1974.

NORTHERN MAINE: Van Buren, Maine on the Canadian Border. Similar to log cabin modern; wall to wall paneling. Heat, washer/dryer. Completely furnished on long lake. Salmon & trout, legal moose, deer, bear, & more. Ski lifts & snowmobile trails. $29,900. 516-979-7474.

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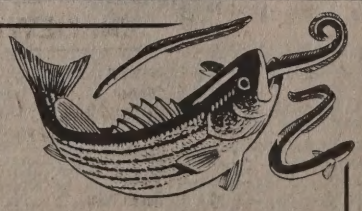

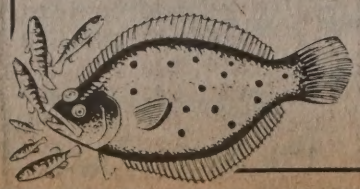

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For Information

High Tide Tables

How to use tide tables:

To compute the high tide for the area you wish to fish, simply find the closest area on the conversion tables. Add or **subtract** the hours and minutes as indicated from that areas station above. Example: "Shinnecock Inlet...–0 50" is listed under "ON SANDY HOOK." –0 50 means you subtract 50 minutes from the times given for the SANDY HOOK STATION for the day you are going fishing. This is the approximate time for the high tide in the area. For low tide, add 6 hours to this figure.

DAY	SANDY HOOK AM	SANDY HOOK PM	Breakwater Harbor AM	Breakwater Harbor PM	NEW YORK AM	NEW YORK PM	NEW LONDON AM	NEW LONDON PM	WILLETS POINT AM	WILLETS POINT PM	BRIDGE-PORT AM	BRIDGE-PORT PM	NEWPORT AM	NEWPORT PM	DATE
THUR.	8:20	8:55	9:05	9:30	8:55	9:30	9:45	10:25	11:35	–	11:40	–	8:20	8:50	12/2
FRI.	9:10	9:50	10:00	10:25	9:50	10:30	10:35	11:20	12:15	12:25	12:15	12:35	9:15	9:40	12/3
SAT.	10:10	10:50	10:50	11:25	10:50	11:35	11:30	–	1:10	1:20	1:10	1:30	10:10	10:40	12/4
SUN.	11:05	11:50	11:50	–	11:50	–	12:20	12:30	2:10	2:20	2:10	2:30	11:05	11:35	12/5
MON.	–	12:05	12:25	12:55	12:35	12:50	1:20	1:40	3:25	3:40	3:10	3:30	–	12:05	12/6
TUE.	12:50	1:05	1:35	2:00	1:35	1:50	2:30	2:45	4:50	5:15	4:15	4:40	12:40	1:05	12/7
WED.	1:50	2:10	2:45	3:05	2:30	2:50	3:35	4:00	6:00	6:30	5:15	5:45	1:40	2:10	12/8
THUR.	2:50	3:10	3:50	4:05	3:30	3:50	4:40	5:05	7:05	7:35	6:20	6:50	2:45	3:05	12/9

On SANDY HOOK

STATEN ISLAND	+0 27
ATLANTIC HIGHLANDS	–0 01
Red Bank, Navesink, R.I.	+0 48
Long Branch	–0 34
SHARK RIVER INLET	–0 18
Shark River Basin	+0 27
MANASQUAN INLET	–0 12
Seaside Park	–0 33
Mantoloking zbridge	+5 34
TOMS RIVER	+4 37
Warefown	+2 33
BARNEGAT LIGHT	–0 20
Manahawkin Bridge	+2 33
Beach Haven	+1 47
LITTLE EGG INLET	–0 01
Seven Islands	+0 12
Graveling Point	+1 05
Mullica River	+1 55
Grassy Bay	+1 08
ABSECON INLET	+0 14
Atlantic City Pier	–0 26
Gt. Egg Harbor Inlet	+0 12
GREAT EGG HARBOR	+0 46
CORSON INLET	+0 09
TOWNESEND INLET	+0 06
HEREFORD INLET	+0 02
Grassy Sound Bridge	+0 45
Cape May Harbor	–0 02
Rehoboth Beach	–0 07
INDIAN RIVER INLET	+0 14
SHINNECOCK INLET	–0 50
Shinnecock Bay	+1 25
East Quogue	+2 45
Shinnecock Canal	+1 18
Indian Reservation	+3 05
MORICHES INLET	–0 56
Smith's Point	+3 28
Harts Cove	+1 30
Pontunck Point	+3 35
Mastic Beach	+3 28
FIRE ISLAND INLET	–0 38
Democrat Point	–0 38
Coast Guard Station	–0 19
Fire Island Light	+0 47
GREAT SOUTH BAY	
Sayville	+3 39
Heckscher State Pk.	+3 20
Bay Shore	+2 23
Babylon	+2 12
Amityville	+2 21
JONES INLET	–0 19
Zachs Bay	+1 25
Seaford Harbor	+2 05
Freeport Creek	+0 34
E. ROCKAWAY INLET	–0 06
Long Beach Bridge	+0 19
ROCKAWAY INLET	–0 00
Beach Ch. Bridge	+0 38
JFK Airport	+0 26

On BRIDGEPORT

Lloyd Point	+0 08
Cold Spring Harbor	+0 08
Bayville Bridge	+0 13
Eatons Neck Point	+0 03
Northport Bay	+0 03
Norwalk Islands	+0 10
Smithtown Bay	–0 03
Cranes Neck Point	+0 05
Port Jefferson Harbor	+0 03
New Haven Harbor	+0 08
Mount Sinai Harbor	–0 08
Herod Point	–0 07
Mattituck Inlet	+0 19
Horton Point	–0 20
Truman Beach	–0 42
Falkner Island	–0 13
Sachem Head	–0 10
Branford Harbor	–0 07
New Haven Harbor	–0 08
Milford Harbor	–0 07
Stratford	+0 27
Shelton	+1 36
Black Rock Harbor	–0 03
Saugatuck River	–0 01
South Norwalk	+0 10
Greens Ledge	–0 01
Stamford	+0 04
Cos Cob Harbor	+0 06
Greenwich	+0 02

On NEW LONDON

Orient Point	+0 27
Little Gull Is. (Race)	+0 12
Greenport	+1 04
Southold	+1 43
New Suffolk	+2 26
South Jamesport	+2 32
Shinnecock Canal	+2 33
Noyack Bay	+2 05
Sag Harbor	+0 59
Gardiners Bay	+0 21
Promised Land	–0 14
Montauk Inlet	–0 25
Montauk Point	–1 13
Niantic	+1 20
Stonington	–0 33
Noank, Mystic River	–0 23
THAMES RIVER	
Smith Cove	–0 01
Norwich	+0 09
CONNECTICUT RIVER	
Saybrook jetty	+1 10
Lyme	+1 24
Essex	+1 38
East Haddam	+2 41
Higganum Creek	+2 54

On WILLETS PT.

Little Neck Bay	–0 10
Execution Light	–0 06
Manhasset Bay	–0 01
Hempstead Harbor	–0 11
City Island	–0 03
Rye Beach	–0 28
Port Chester	–0 09
Mamaroneck	–0 08
New Rocheele	–0 24
Davids Island	–0 02

On B'WATER HB.

CAPE MAY POINT	–0 10
Miami Beach	+1 17
East Point	+0 53
Egg Island Point	+0 33
Cape Henlopen	–0 05
ROOSEVELT INLET	+0 09
Mispillion River Ent.	+0 33
St. Jones River Ent.	+0 57

On NEW YORK

Jersey City	+0 07
Geo. Washington Br.	+0 46
Spuyten Duyvil	+0 58
Ossining	+1 53
Peekskill	+2 24
West Point	+3 16
Newburg	+3 42

On NEWPORT

Sakonnet	–0 10
Tiverton	+0 21
Beavertail Point	–0 02
Prudence Is., Sandy Pt.	+0 10
Bristol	+0 10
Warren	+0 21
Nayett Point	+0 12
Pawtucket	+0 21
East Greenwich	+0 16
Wickford	+0 12
Narragansett Pier	–0 08
Point Judith Harbor	–0 07
BLOCK ISLAND	
Great Salt Pond	+0 05
Old Harbor	–0 14
Watch Hill Point	+0 44

Sunrise/Sunset

12/3	7:10	4:29
12/4	7:11	4:29
12/5	7:12	4:29
12/6	7:13	4:29
12/7	7:14	4:29
12/8	7:15	4:29
12/9	7:16	4:29

Moonrise/Moonset

12/3	7:22 PM	9:49 AM
12/4	8:33 PM	10:45 AM
12/5	9:45 PM	11:31 AM
12/6	10:56 PM	12:10 PM
12/7	–	12:42 PM
12/8	12:04 AM	1:11 PM
12/9	1:11 AM	1:38 PM

Moon Phases

NEW	1st Qtr.	FULL	2nd Qtr.
12/15	12/23	12/1	12/7

The Original Knight

SOLUNAR TABLES

When To Fish Or Hunt

The schedule of solunar periods for this week as printed below have been taken from the original ***KNIGHT SOLUNAR TABLES.*** Plan your day so that you will be fishing good areas during these times when the fish should be most active. The tables are not a guarantee you will catch fish, however.

The major periods begin at the time shown and last for 1½ to 2 hours thereafter, and are in the bold type face. The minor periods are shorter in duration and lighter type face.

	AM Minor	AM Major	PM Minor	PM Major
Thurs.	5:40	11:50	6:00	—
Fri.	6:35	12:25	7:15	1:00
Sat.	7:50	1:40	8:20	2:05
Sun.	8:50	2:40	9:25	3:10
Mon.	9:50	3:40	10:25	4:10
Tues.	10:50	4:40	11:20	5:05
Wed.	11:45	5:35	—	6:00
Thurs.	12:15	6:20	12:30	6:45

"Santastic" Gifts from Shane's Marine

SUPER SAVINGS ON PRESENTS
FOR THE FISHERMEN ON YOUR LIST:

Sale Ends Dec. 31st

ELECTRONICS

NELCO AUTOFIX 911 LORAN
Mfg. List $1995.99
Holiday Special **$1425.00**

AQUAMETER "CHEATER CLASSIC"
New for '83 Flasher
Mfg. List $355.00 Holiday Special **$198.88**

SI-TEX HE 356A
4" Cassette Loading Recorder.
Mfg. List $499.00 Holiday Special **$319.95**

SI-TEX HE 32E
4" Straight Line/White Line Recorder
With Flasher
Mfg. List $899.00 Holiday Special **$595.00**

SI-TEX HE 32F
4" Straight Line/White Line Recorder
Mfg. List $729.00 Holiday Special **$489.95**

SEA HAWK 421
Depth Recorder with Memory
Mfg. List $549.95 Holiday Special **$288.00**

SEA HAWK 1000 FLASHER
Mfg. List $169.95 **$99.95**

SEA HAWK 14 VHF RADIO
With Shakespeare 6db 8' Antenna & Mount
Mfg. List $378.00 Holiday Special **$199.95**

SEA HAWK 24 CHANNEL VHF RADIO
Mfg. List $349.95 Holiday Special **$199.95**

SEA HAWK 50 CHANNEL VHF RADIO
Mfg. List $429.95 Holiday Special **$239.95**

SEA HAWK 108 INTERNATIONAL VHF RADIO
Mfg. List $549.95 Holiday Special **$299.00**

SHAKESPEARE 6db 8' ANTENNA & MOUNT
List $78.90 Holiday Special **$29.95**

DYTEK SEAWATER TEMP. GAUGE
List $259.00 Holiday Special **$169.95**

BOATWEAR

HELLY HANSEN FOULWEATHER GEAR
Available all sizes, Yellow or Green
Full Suit Holiday Special **$69.95**

SPERRY TOP SIDER MOCCASINS
Mens MP 991
Mfg. List $49.00 **$33.99**
Womens WP 991
Mfg. List $47.00 **$32.95**

SPERRY TOP SIDER SEAMATE SNEAKERS
Mens 854 Natural **$19.44**
Mens 855 Blue
Mfg. List $28.00
Womens WP 854 **$19.44**
Mfg. List $28.00

HELLY HANSEN "LIFA" UNDERWEAR
Famous polypropelene synthetic bodywear

Q302 Union Shirt With Button	Q232 Turtleneck With Zipper	Q205 Pants Fly Front
$17.50	$19.95	$17.50

DUNLOP OFFSHORE MIDCALF BOOTS
Mfg. List $39.00
Holiday Special **$25.95**

TERRAMAR ALL WOOL SWEATER
Classic Oiled Wool Crew Neck
Navy, Rust & Bone
Mfg. List $67.00 Holiday Special **$48.19**

OILED WOOL BUTTON FRONT
All Sizes—Blue & Oatmeal
Mfg. List $62.00 Holiday Special **$39.95**

DRI-WOOL CREW NECK
All Sizes—Oatmeal,Gray,Navy
Mfg. List $59.95 Holiday Special **$45.98**

MIGHTY MAC
Famous Windhill Nylon Jacket
All Sizes - Red, Navy, Maroon
Mfg. List $75.00 Holiday Special **$39.95**

BOAT CHAIRS

TELESCOPE 7719 ALUMINUM FOLDING DECK CHAIRS
Blue—Mfg. List $43.00 Holiday Special **$27.98**

TELESCOPE 1160 VARNISHED HARDWOOD FOLDING DECK CHAIR
Mfg. List $45.00 Holiday Special **$28.95**

BOATMEN'S "BACK TO BACK" LAYDOWN SEAT
Mfg. List $217.04 Holiday Special **$129.99**

BOATMEN'S FOLDING FISHING CHAIR WITH GIMBAL
Mfg. List $201.44 Holiday Special **$108.88**

FISHING EQUIPMENT

PERKO 1118 DP RAIL "CLAMP ON" ROD HOLDER
Mfg. List $48.00 Holiday Special **$28.88**

PERKO FLUSH ROD HOLDERS
Model 1205 DP Chrome/Aluminum
Mfg. List $16.50 Holday Special **$8.99**

Model 448-1 DP Chrome/Bronze
Mfg. List $25.65 Holiday Special **$13.99**

Model 448-2 Chrome/Bronze
Mfg. List $32.00 Holiday Special **$18.99**

Model 452 DP Stainless Steel
Mfg. List $25.65 Holiday Special **$13.99**

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Model 475 Brass
Mfg. List $52.00 Holiday Special **$34.88**

Model 475—Chrome/Brass
Mfg. List $88.00 Holiday Special **$58.88**

PERKO OUTRIGGER PACKAGE
Model 445 Chrome/Brass - Stainless Side Mount Adjustable Holders with
18' Aluminum Poles
Mfg. List $507.00 Holiday Special **$328.00**

BINOCULARS

SWIFT 781 RUBBER COATED 7x50 GLASS
Mfg. List $122.00 Holiday Special **$73.88**

NIKON 778 7x50 ARMORED NIGHT GLASS
Mfg. List $440.00 Holiday Special **$258.95**

NIKON 777 8x30 ARMORED
Mfg. List $472.00 Holiday Special **$277.97**

COOLERS

48 QT. IGLOO
All White With Tray
Mfg. List $56.63 Holiday Special **$28.98**

86 QT. IGLOO
Blue & White
Mfg. List $126.27 Holiday Special **$69.95**

151 QT. GIANT IGLOO
All White
Mfg. List $319.00 Holiday Special **$169.95**

INSTRUMENTS

GERDAU GNC-50 5" ALL BRASS CLOCK
Mfg. List $129.00
Holiday Special **$80.98**

GERDAU GNC-60B MATCHING ALL BRASS BAROMETER
Mfg. List $158.90 Holiday Special **$99.39**

GERDAU 7½" ALL BRASS STRIKING QUARTZ DESIGN
Mfg. List $238.95 Holiday Special **$149.50**

GERDAU 7½" ALL BRASS MATCHING BAROMETER
Mfg. List $198.95
Holiday Special **$124.49**

SETH THOMAS TIDE TIME CLOCKS
Model 1033 - 9 7/8" Diam. Black Case
Mfg. List $64.95
Holiday Special **$37.95**

Model 1030— 6¼" Diam, "Top of the Line"
Mfg. List $104.95
Holiday Special **$59.95**

SETH THOMAS 6¼" BRASS CLOCK & BAROMETER

Model 1037 Clock	Model 1640 Barometer
Mfg. List $103.95	Mfg. List $103.95
Holiday Special $62.25	Holiday Special $62.25

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